Fit "TripleX" -and be safe WOLSELEY do

THE SPHERE

Vol. CL No. 1958 — WITH WHICH IS INCORPORATED THE GRAPHIC — JULY 31 1937

DINNEFORD'S

Fluid Magnesia

Magnesia Tablets

It is more than a hundred years since, at the request of the medical profession, DINNEFORD'S MAGNESIA was first produced. Ever since, it has been universally recommended by doctors and nurses, and remains unsurpassed as the safe, sure, and gentle remedy for Acidity, Constipation and digestive troubles. Now DINNEFORD'S MAGNESIA is available in Tablets as well as the original Pure Fluid. The tablets are suitable for all adults and children of 5 years and over.

Eat what you please and digest it with ease!

THE ARISTOCRAT OF CIGARETTES

DE RESZKE —*of course!*

INSIST ON

Patz

Unequalledfor flavour and tonic properties. Holds World's Record Sale.

GENUINE & ORIGINAL

LAGER

From Hotels, Clubs, Wine Merchants, or if any difficulty apply to:

John C. Nussle & Co., Ltd., 21, Soho Square, London, W.1

'Phone: Gerrard 3706 (3 lines). 'Grams: Joconussle, Rath, London.

GILBEY'S GIN

all over the world

Gilbey's WINES & SPIRITS

A Child's Gratitude

We wish that *you* could see the conditions that some little ones are suffering—and even more that you could see the happiness brought to thousands every year through the help of the National Society for Prevention of Cruelty to Children. Over 4,000,000 have been ensured a happier life. YOU can earn some little one's gratitude by sending a gift to-day to Hon. Treasurer, Sir G. Wyatt Truscott, Bt.

N·S·P·C·C

Victory House, Leicester Sq., London, W.C.2

PRESIDENT: H.R.H. THE DUKE OF KENT.

Try CUSENIER'S

Liqueurs (36 Kinds)

NONE BETTER IN THE WORLD
OFFER GUESTS THE THREE BELOW:

FREEZOMINT
The leading brand of Crème de Menthe

APRICOT BRANDY

CRÈME DE CACAO

SPORTING BRONZES

Every sportsman appreciates a work of art which reminds him of happy days at home and abroad, in the field and in the ring, with horse, hound, gun, rod, rifle, or the gloves, and for those to whom considerations of space or price make the hanging of original pictures prohibitive, a sporting group in bronze has a special attraction. At the Sporting Gallery may be seen many such bronzes by sportsmen-artists, and from amongst them it is easy to select a delightful and very individual gift for a sportsman friend.

Prices from

4 Gns.

THE SPORTING GALLERY,
70, JERMYN STREET, LONDON, W.1

REGISTERED AS A NEWSPAPER FOR TRANSMISSION IN THE UNITED KINGDOM

TWO extra horse-power

WITH BP ETHYL BECAUSE IT

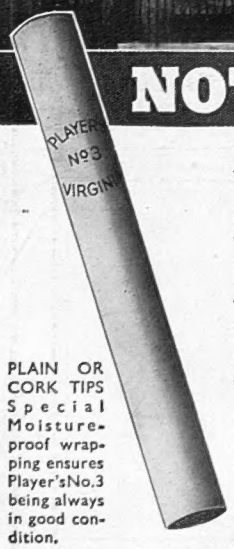
BANISHES PINKING

If yours is, for example, a 12 h.p. car, and you are using an unsuitable petrol which causes "pinking," your engine is probably developing only 10 h.p. By changing over to "BP" Ethyl you can banish "pinking" and get two extra horse-power. This is because "BP" Ethyl is specially made to suit the modern high-compression engine.

NOTABLE NUMBERS

17, GOUGH SQUARE—DR. JOHNSON LIVED HERE, in this side square off Fleet Street from 1748-1758. Here, in a room fitted up for his amanuenses, his great Dictionary was prepared.

The unremitting toil which went on at the famous No. 17 is rather like the manufacturing methods—scrupulously careful, unfailingly consistent—employed on Player's No. 3. Excellent flavour, mellowness, and a definitely higher degree of quality are the result.



PLAIN OR CORK TIPS Special Moisture-proof wrapping ensures Player's No. 3 being always in good condition.

PLAYER'S NUMBER 3
EXTRA QUALITY VIRGINIA

20 FOR 1/4 50 FOR 3/3 50 TINS (plain only) 3/4

3.P.40.D

Let ILLUSTRATED NEWSPAPERS Help You When You Go to Paris and Berlin

AT the PARIS Offices of "THE SKETCH," "THE ILLUSTRATED LONDON NEWS," "THE SPHERE," "THE TATLER," "THE BYSTANDER," "BRITANNIA AND EVE," "THE ILLUSTRATED SPORTING AND DRAMATIC NEWS," 65 & 67, Avenue des Champs Elysées, and at BERLIN, 32, Kurfürstendamm, there is a comfortable Reading Room where current and back copies of these publications may be read. In addition, advice and information will gladly be given free of charge on hotels, travel, amusements, shops, and the despatch of packages to all countries throughout the world.

All Continental Business Enquiries should be addressed to :—

PARIS OFFICE:
65-67 Avenue des Champs Elysées *for*
France, Channel Islands, Monaco, Belgium, Holland, Switzerland, Italy, Spain, Portugal, Austria, Czechoslovakia, Hungary, Yugoslavia, and the Balkan States.

BERLIN OFFICE:
Kurfürstendamm, 32, *for*
Germany, Scandinavia, the Baltic States, Russia and Poland.

The ILLUSTRATED NEWSPAPERS Reading Room in Paris.

Approved by doctors
Famous for 50 years
YOUR CHEMIST SELLS
RENDELLS

THE SPHERE

With which is incorporated "THE GRAPHIC"

The Empire's Illustrated Weekly

London, July 31, 1937

The "Furies" Show the Flag

The R.A.F. Machines which will be Giving an Exhibition of Advanced Aerobatics at Zürich this Week-end

These days "showing the flag" is by no means the monopoly of the senior service, Britain's air force being far from stay-at-home. Plans for instance are in hand to send a formation of Bristol "Blenheims"—our fastest bombers—on a cruise to South Africa, while this week-end four "Furies" under the command of Flight-Lieutenant E. D. J. Donaldson will fly to the international meeting at Zürich to give an exhibition of advanced aerobatics identical with that which thrilled the crowds at this year's Hendon Pageant. It is a unique display of air drill in that the addition of a fourth machine to complete a diamond pattern makes every loop and roll more difficult of execution, demanding immense skill on the part of the flyers as they turn this way and that at speeds sometimes approaching 300 miles an hour. Accompanying the "Furies" and carrying mechanics, spare parts, and tools will be the "Bombay" transport, a machine which can be put to a number of uses, and if necessary can take twenty-four fully-armed infantrymen

Postage—Inland, 1½d.; Canada and Newfoundland, 1½d.; Elsewhere Abroad, 2½d.

THE KING'S NEW AEROPLANE: The Airspeed Envoy, a magnificent looking machine with red and blue fuselage, silver wings, and a cruising speed of 200 m.p.h. which has just been purchased by the Air Council for His Majesty and other members of the Royal Family. It was arranged that the King should use it this week on his flight to Southwold Boys' Camp—the first of his reign

BUSY DAYS IN THE PORT OF LONDON: For the first time for many years every berth in the South West India Dock is occupied and unloading operations are being carried out at express speed to prevent future congestion. On the left is the 7,600-ton liner *Grantully Castle*

A LONDON NEWSLETTER

32–34 ST. BRIDE STREET, E.C. 4.

Wednesday, July 28, 1937.

GERMAN VIEW OF BRITAIN.—

I have for two years hammered out the prophecy that self-glorification and self-congratulation, which are our Ministers' chosen method of demagogic oratory, and which in foreign eyes have come to be regarded with shows and pageantry and carnival as a national, non-stop habit of ours, would soon or late turn our "less-fortunate" neighbours sour. The inevitable outburst came from Germany through the Press instrument of General Göring. The Essen *National Zeitung* said some hard things of Britain and of Mr. Eden, and revealed the curiously muddled notion which Germany has always had of England and English institutions. Still in my view the outburst, if ill-mannered and clumsy, had some colour of justification or at least of provocation. The Essen journal was enraged at Mr. Eden's trumpet blowing concerning the purity and disinterestedness of our motives in the Spanish *impasse*. And indeed, perhaps, when we remember how constantly we stress in the same breath the vital importance of the Mediterranean to the security of our Empire, we may feel that less *blurb* about disinterestedness is desirable. We may be pure, we are also practical; and no country in Europe is blind to the fact that we jealously watch any tendency to disturb the *status quo* in the Mediterranean. Germany calls this attitude of self-glorification by the name of "Puritanical Jesuitism," which is not bad phrase-making, for the attitude itself must be intolerably irritating. The Essen *Zeitung* is furthermore rather neat in its reference to our gentle art of "treating Mandates as possessions"—there is some slight colour for this fling in German eyes in connection with Tanganyika, if not with Palestine. The final burst of irritation is reserved for our (to the German) easy national life of perpetual pageantry and carnival and spending, which is summed up with all the confusion of thought and metaphor which exasperation breeds, as: ". . . this decorative way of life, with its Eton education, country seats, garden parties, golden carriages, and bearskins (you can see the rage swelling with every contemptuous word) . . ." Very rude but . . . very shrewd, also, one must admit. For myself I have so long deplored our orgy of self-congratulation and grown so bored with our non-stop pageantry carnival that I find it hard to condemn the ill-mannered outburst from Essen as strongly as no doubt I should. We must be abominably irritating to Europe in our complacency and confidently assumed prosperity and security—not to say purity.

THE NEW GEORGE VI STAMP ISSUE: Girls at Somerset House counting batches of the 1½d. denomination which is now making its appearance. It is of the same size and design as the ½d., 1d., and 2½d. stamps already in circulation and is replacing the double size Coronation stamp

THE TROUBLES THAT BESET US.—

Holiday time is upon us. After a very busy half-year, that fact must be more than usually welcome to the King and Queen, the Government, Parliament and workers in every sphere. When they have completed their terrific programme, the King and Queen deserve, and should be accorded, at least two months of unadvertised rest and retirement. As for the Government and Parliament, it is the bare truth that things usually seem to go smoother when the Cabinet is scattered and the lamp is gone out on Big Ben. The Cabinet needs its holiday also. It needs to recruit for troubles that lie ahead—a peck of them. The Premier delivered a "fighting speech" in defence of our prestige in Europe, of our present substantial prosperity and of the record of National Government. That is his *métier* and his clear duty. Defeatism is a sorry attribute of any Government and confidence is always desirable. But we must not play the ostrich and need not run away from hard facts. None can envy a Premier who is ultimately responsible for solving this country's share of the major riddles which still face us. It is good to hear that we have to-day an Air Force second to none in Europe—that our prestige stands as high in Europe as ever it did, that our prosperity is real and increasing. We shall need these assets in the years ahead. But let us, while fostering hope and a sense of security in our achievements and blessings, face our difficulties and correct false pride. Ahead of Mr. Neville Chamberlain's government lie terrific problems.

PALESTINE, ETC.—

I ventured a week or so ago to compare Lord Peel's judgment with Solomon's—dividing up the baby. Solomon, I said, anticipated that the contending mothers would agree not to implement his decision. Did Lord Peel foster the same faint hope? It is just possible. Reading his report carefully and at leisure certain facts emerge. First, the broad reflection, corrective of national hubris, that in the long years when the "unspeakable Turk" roughly controlled Palestine, Jew and Christian and Arab lived together in some sort of harmony, seldom, at any rate, in critical conflict. It was only when Britain assumed control that racial

incompatibility boiled up to a crisis. And secondly, the ideal and the statesmanship chiefly linked with the name of Balfour, are revealed in effect and in retrospect as a clumsy expedient enough—the granting of the same desired article to two contending claimants. If the partition be acceptable, if the scheme goes through, is that the end of the trouble? Not a hope. There is the economic future always menacing. To-day there may be an artificial boom. The Jews have great works in hand. To-morrow, who knows? Other parts of the Mediterranean are suitable for orange growing. Much of the Jewish prosperity depends on this trade. When it comes to turning off employees, what jealousy and conflict are to be foreseen in the rival claims to preference between Jew and Arab. We entered upon our administration of Palestine—as is our wont — haphazard, anyhow. Reading between the lines, we clearly perceive Lord Peel saw this fact. There was no trained Colonial administrative service recruited for Palestine. We picked up from the Army on the spot, here and there, men to take on what needs a life's experience. If the Palestine partition scheme is implemented, still our troubles there are only beginning. Palestine. And then India. And then the Sino-Japanese crisis, an eternal fire glowing under the surface and not to be stamped out by local extinctions; and bound up in the problem are national interests of vital concern to us. Palestine, India, China. And Spain. Non-Intervention

still in the melting pot. And European Peace on the still wider issue. The League still moribund, still dazed with the last blows dealt to its prestige. The race in armaments and the economic aftermath . . . Truly our Government requires a holiday.

B.P.G.P.—Whatever the Germans may say and bitterly feel, we are masters of the art of throwing garden parties. Years of practice and tradition have gone to make the annual Garden Party at the Palace a most charming finale to the London Season. There is a brightness, a catholicity, an informality, a friendly simplicity, about the function, which are very pleasant and disarming. A public drawn from every walk in upper-class life has a unique chance to see how efficiently and with what unselfish devotion to duty the Royalties do their job. In earlier reigns more was done for them. Suitable individuals were singled out by the Household and brought up to them to receive a kind and gracious word. Now they do much more for themselves, moving freely this way and that along the close packed human corridor, solidly established from Palace to Durbar tent, recognising individuals for themselves and finding suitable conversational openings for many who are inclined to be tongue-tied and awkward. I cannot conceive any art so difficult and complicated as this or any task so wearing. Yet it is done with perfect grace, perfect good nature and simplicity, and entire naturalness. It is a wonderful lesson in what practice, breeding, and a high sense of duty and responsibility can achieve—and at the end of a programme of duties, appalling to contemplate.

MARCONI.—He was but sixty-three, this great Marchese Marconi, Senator of Italy, and both son and former husband of an Irish woman. Bologna was his alma mater and scene of his first experiments in wireless telegraphy. Most inventions claim half-a-dozen originators. I presume Marconi was *facile princeps* with wireless. How far the little candle throws its light! Once in a century an invention becomes a hinge of human existence. Such is wireless. It has made more difference to modern life than any invention one could name in any age—even the use of iron. What it did to improve existing institutions was big enough, the saving of life at sea, and so forth. What it has done to change the very face of social life, no one can yet very fully assess. Without it, I venture to think civil flying on a world scale would never come (and I wish it wouldn't). Without it, nation would never have spoken to nation (and little good that's done yet awhile). Without it, Broadcasting House had never been built and we have yet to be convinced that Broadcasting House (and its overseas kind) has proved or will prove a great blessing and boon to human life and the improvement of man's happiness, character, and intelligence. Some of its blessings we know and appreciate, and bless the name of Marconi. Some of its evils we dimly realise and hope to avert. Others we have not yet plumbed. It is a key or hinge invention—that is certain. Marconi has labelled an Age.

WIN OR WRANGLE.—The U.S. golfers won the Ryder Cup over here but were not content with mere victory on equal terms. They claim to have beaten not only our team but a British crowd of unsporting and dishonest "fans", who applauded American mistakes, and whenever possible "assisted" British balls nearer the hole or out of the rough. "The British are bad sports. It is O.K. with me if I never go back." So said Guldahl, so (or some such) Manero, those 100 per cent. Americans whose nation patented base-ball barracking. Which is a proof of what I have long contended that international sport (which is too often sport with all those features removed which justify the term "sport") is anything but a factor in world brotherhood. The truth no doubt is, the Americans were disappointed that they did not "lift" the Open Championship which looked like a certainty for them at an earlier stage. That disappointment drew forth from one or two of the U.S. team a manifestation of not "utter whiteness." Let us accept it and dismiss it as such and resist the temptation to drive a spear through the joint in American harness thereby revealed. International sport has too many features in common with international war.

SHERLOCK HOLMES RAGGED.—One single audience at the Regal last week received the now popular film *Silver Blaze* as a skit on Victorian melodrama—it laughed in the wrong place and it failed to take the great detective seriously. It is said that Holmes' deerstalker and the presence of modern motor cars in the story did the business and convulsed the audience. It raises some interesting speculations. Who is to blame? Doyle, the film producer, that particular audience, or another? In the investigation one point, seldom stressed, is worth putting forward—the extent to which a book illustrator can influence an author's picture of his characters. There was nothing in Conan Doyle's writings to suggest that Holmes' habitual "undress uniform" included a heavy tweed deerstalker or that Watson habitually strode over Dartmoor in a bowler. Those sartorial fashions were a fancy of the original illustrator of Doyle editions but his figments became law. To-day a deerstalker and a dressing gown suggest Holmes; and there could be no Watson but beneath a bowler. Was the producer to blame for introducing, in order to brisk up his story, modern motor cars into a mid-Victorian setting? Not entirely, for it will be remembered that Doyle was seduced to write a war adventure of spy-detection in which cars are introduced. That Doyle felt mildly ashamed of his last resurrections of Holmes I have evidence in some letters he wrote me in which he "protested too much," but his war story gave the producer some justification for introducing the motor car, though not in the story of *Silver Blaze* which is clearly dated as "pre-combustion-engine".

WHAT DRAKE MISSED?—At various places where Drake touched in his voyage round the world in the summer of 1572 lay bars of precious metal ready to be removed to Panama and then to Spain. Some of this bullion he lifted, some escaped him. Each bar was neatly stamped with the Spanish crown, and Drake indeed earned the name of pirate. And now, so soon after the discovery of Drake's plaque in San Francisco harbour, comes in another romantic tale of discovery. A French prospector in a long lost mine near Piedra Candela in Chiriqui Province, Panama, fell (literally) on several score of gold bars marked with the Spanish crown and worth perhaps half-a-million of our money. The mine has been "lost" for centuries. Full 200 years ago men searched for it in vain. The Frenchman and his companion of course went mad and quarrelled over the spoils in the ancient manner of *Treasure Island* fiction, and the only modern touch was the rushing of police by air to the scene of the discovery.

HEIR OF HENRY TUDOR.—I respect the law of our land, but it does have an assinine habit of *nibbling*. The other day at Southend Anthony Tudor, direct descendant of Henry VII and claimant to the English Throne, offered onlookers specimens of his own Royal Currency. The notes were in denominations of £1 and were offered at a discount of 19s. 11d. None of the crowd was dissatisfied with our House of Windsor, but several (including the policeman) thought the investment a fair business risk and bought Tudor Currency on the understanding that King Anthony would honour it at face value one day. He was not charged with—(*a*) High Treason. (*b*) False Pretences. (*c*) Offence under Bucket Shop Act. (*d*) Being a suspected person. His morality, his honesty, his sanity, were not impugned or even investigated. He was charged and convicted of "selling leaflets in a prohibited place." And that is begging the question. THE OLD STAGER

MR. A. P. HERBERT'S PERSONAL TRIUMPH: The member for Oxford University pictured with his wife in the garden of their Thames-side home after the House of Commons had finally passed the Matrimonial Causes Bill, for the success of which he had fought so pertinaciously. The new Act, which will take effect next January, extends the grounds for divorce or nullity to include desertion for three years, incurable insanity of five years' standing, cruelty, and insanity or epilepsy at the time of marriage

ROYALTY *in the*

PULLING UP AT THE FOOT OF TRUNDLE HILL: The field after passing the post in the Charlton Handicap, the first race of the Goodwood meeting which opened last Tuesday in dull weather but attracted the usual immense crowd. Racegoers witnessed a thrilling struggle for the Stewards' Cup—the popular sprint handicap—Gordon Richards winning by a neck on Firozepore

THE SECOND ROYAL GARDEN PARTY: The Queen, Queen Mary, and Princess Margaret at last week's function in the grounds of Buckingham Palace, which was favoured by perfect summer weather. Princess Elizabeth, who had hurt her knee through falling from her cycle, was unable to be present—instead watching the brilliant scene on the lawns from an upper window of the Palace

THE ROYAL RESEARCH SHIP "DISCOVERY," which carried Captain Scott's expedition to the Antarctic in 1901, seen in the Thames near Waterloo Bridge, where she is to be moored permanently, and is to serve not only as a new headquarters and training centre of the Sea Scouts branch of the Boy Scouts' Association, but as a memorial to Scott and other Polar explorers. This is really the sixth vessel named *Discovery* employed in Polar exploration, the first, commanded by William Baffin, having visited the Arctic several times between 1602 and 1616. In the fourth Vancouver found the land that was destined to be named after him

This page is missing from the print copy used for digitization.
A replacement will be provided as soon as it becomes available.

This page is missing from the print copy used for digitization.
A replacement will be provided as soon as it becomes available.

This page is missing from the print copy used for digitization.
A replacement will be provided as soon as it becomes available.

This page is missing from the print copy used for digitization.
A replacement will be provided as soon as it becomes available.

TRAINING FOR THE JAPANESE ARMY

The Efficient Force which has just been Embroiled with the Chinese Northern Army

JAPAN HAS ITS STUDENT CADETS: The youth of the nation is trained in certain military matters from the days of school and college. They are instructed by active service officers. Here is a group of uniformed student cadets with their rifles watching a display

MACHINE-GUN PRACTICE DURING A MILITARY DISPLAY: This scene gives remarkable evidence of the extent to which Westernisation has gone in Japan. In addition to the military, those partaking in sporting events and the mass of spectators are wearing thoroughly Western kit. Some young polo players in riding breeches can be seen on the right. Under the conscription system, first introduced in 1873, and revised from time to time, all able-bodied men of Japan proper, between the ages of seventeen and forty, are liable for service either in the army or the navy when called upon. A few districts such as Korea and the South Sea Islands are exempt from service

AN AFRICAN FIREBRAND
by way of Saint Sulpice

The Astonishing Rise of the Water Finding Priest to the Mayoralty of Algeria's Second Town, Where He Now Lies in Hospital, Wounded

By FERDINAND TUOHY

THE WATER-DIVINING MAYOR OF ORAN: The Abbé Lambert, whose successes in finding water in the sun-parched areas of South Orania have constituted him a miracle-man among the Arabs, over whom he has developed a remarkable hold

ORAN, second town of Algeria, is at the present time one of the most important points on the Mediterranean. Situated in close proximity to the fateful corner Melilla–Ceuta–Gibraltar–Malaga–Almeria–Ibiza, it could clearly emerge as a spot of the hottest order in any more serious trouble, and not least from an explosion of its own contending elements.

It is in the hands of a priest, the Abbé Lambert, who has been banned by his Bishop, and is the nearest thing to a "Lawrence" that the French have yet produced, besides being an altogether extraordinary guy—there is no other term. I hasten to add that he is poles apart from Lawrence in everything except one sphere, but which happens to be the principal—an uncanny hold over the (mainly) Arabs.

How did the good Abbé, who is now approaching the age at which Lawrence died, get this way? Through water. Not drinking it, but finding it. We are, mind, moving in the strict realm of fact—A.D. 1937—so much so, that the good (or bad) priest is just now lying in hospital, shot through the chest. The bullet, fired by a political rival of M. Blum's party, passed half a centimetre above the heart. The Abbé, I should add, is the Mayor of Oran, in a country—Algeria forms three departments of France proper—where mayors can be very different propositions from the complacent, chain-hung pillars of orthodoxy that we know. The Abbé, in fact, is Orania's leading political firebrand.

It is always good to have met somebody you are writing about—even if you only just saw him or exchanged a syllable. Though it is a long time back, at least a decade, I did more than that with the Abbé Lambert.

A little French girl had vanished and the customary "front page" hue and cry set in. The search alike for body and criminal showing no progress, a Paris newspaper thought of commissioning the services of the leading water diviner of the day, the Abbé Lambert, then in a parish near Lens. Come to the priesthood by way of a seminary in his native Auvergne and later studies at Saint Sulpice, the young priest already had a reputation for unconventionality and self-advertisement.

He did not manage to locate the body, but there was so much ballyhoo about the whole practice of *la radiesthésie*, that a message came from America asking for a story. In France, this form of divination—called by some "sorcery" and "charlatanism," according to their lights—seems to have many more adherents than in other countries. There are "fans" who sally forth each week-end with twig or little metal ball suspended from a chain, in search not of unwanted bodies or water but of minerals. The Abbé brushed all that popular, "ignorant" stuff on one side. "You have to be psychic well above the average," I remember his saying, "and even so, one may be no good at anything but water tracing. That is the case with me." And he went on to recount his more notable, and authenticated, successes. He was constantly in demand by agriculturists and planners who wanted more water close at hand.

The Abbé gained further notoriety by putting on a theatrical piece called *The Sorcerer Apprentice*, and then, in early 1933, came a call that was to revolutionise his existence.

M. Carde, Governor-General of Algeria, was badly worried by a general drought in the territory, which, coming on top of the worst depression, was threatening serious native disorders. The natives stormed: "So this is what the white man does for us! He comes here by force, makes what he can out of us, then, just when we are beginning to benefit, suppresses our production because it competes with France's! And meanwhile with all his magic and machines, he hasn't given us the one thing he might have: more water!"

M. Carde sent for the Abbé Lambert and dispatched him to arid South Orania, there to search for subterranean water sources. This is the region of Sidi Bel Abbes, made famous by the Foreign Legion. Such water as is found is salty, and even in the town of Oran itself—a swiftly growing, garishly westernised African hub of 200,000 inhabitants, French, Spanish, and Jews, some Italians, and cross-breeds galore, besides the natives—carriers still sell water in the streets, ringing a familiar bell and pouring it from a goatskin slung on the back.

THE SECOND LARGEST TOWN OF ALGERIA: A view of the port at Oran, a swiftly-growing, garishly westernised town of 200,000 inhabitants, who, since 1934, have been under the mayoral control of the Abbé Lambert

Another thing about Oran is, or was, its extreme cheapness. And its *brouhaha*, I rarely heard such a *brouhaha*, deriving conspicuously from the human salad at variance. Here you have half-a-dozen of them pegging away at one another. French "Right" to Fascist, French Socialists, Jew and anti-Jew, Trotskyites, Young Arab nationalists, natives who belong here, there and everywhere, hopping brainlessly in the African sun, finally a dim Fascist-Nazi undernote. Prime Italian propaganda is to sneer at French "failure" locally. The Germans get their stuff in by pointing to the Jews who, if numerically small, are as potent as they are unpopular, by reason of their holding so many in the moneylender's grasp and their being naturalised French. It is the same right along this littoral which has made a habit of living feverishly on the morrow.

Into all this our Abbé plunged with the zest of physical excellence plus an adventurer's joy in contact with a sizzling, "unexpected" spot. His armoury consisted only of a twig of wood but at the end of a short while his success had been such that the parched Arabs, watching him mysteriously at work, hailed him as a miracle-man, as can well be imagined. "Marabout Lambert!" "Marabout Lambert!" they cried, even prostrating themselves as the tall and lanky Abbé strode by, corporally the wartime lieutenant he once had been, his soutane now swinging in the dusty sand as his great priest's boots kicked it from side to side.

Always wearing a khaki topee, in winter as in summer, the tanned and furrowed Mayor of Oran has a broad grin with which a great mouth co-operates, wears vast round glasses, and is loud of speech and louder of laughter: a deliberately noisy and expansive manner. And he is wont to choose the principal café terrace of Oran, for his firework displays. It was here that he was shot, in the midst of a one-way harangue to the evening circle of the *apéritif*.

"A great overgrown student."

Maybe, yet so it was, that this man came to wield over the Arabs an influence of a nature which must put him close to the rare white men—the Wassmusses, Philbys, Churchmans, and Noels—who have similarly, if for very different reasons, managed this century to get bang up to the native (Lawrence is best left on a pedestal by himself). Which reminds that Wassmuss owed his scarce credible Persian successes also to manipulating a gadget causing him to be hailed as a miracle-man. But that was sheer fake. The German would plant a contraption in the ground and, before a ring of influential gapers, pretend to converse with his Kaiser, President Wilson, the King of England, prior to announcing "replies" and "messages" from these, calculated to fortify his lone adventure.

The Abbé held advanced social views and did not hesitate to air these at the ceremonies attendant on the inauguration of new water sources, when he would be the lion of the occasion. As these harangues grew more partisan, Mgr. Durand became alarmed at the agitated progress of his spiritual charge. The Bishop and the Municipality ran Oran on a platform of anti-semitism and here was this interloper daring to advocate racial fraternity and equality! The transgressor was warned and re-warned, then banned from officiating, finally "excommunicated," though whether this implies the full Papal measure, is not clear.

To this, the Abbé retorted by raising the banner of a new republican party on the slogan "Water and Peace between the Races", with which he proceeded to make a clean electoral sweep of the municipality. But he was not yet himself in the saddle; that came about as a result of his provocatively informing the new Mayor that he would be granted a few minutes in which to address the councillors! For the next meeting the assembly room was "packed", the Abbé was knocked unconscious, and for three days Oran was in a state of uproar bordering on revolt.

New elections were demanded; held; and in May, 1934, the priest who had gone to Africa to find water found himself top of the poll, undisputed boss of one of the most febrile agglomerations in the world. The Mayor of Oran had come to town. Some shouted "Rasputin!" as he passed. But more often it was "Vive Lambert!" or that "*Marabout de l'eau!*" cry from the Arabs, particularly the women who kissed the hood of his car. At this time, and for long after, the Abbé-Mayor was backed by the Arabs, including the noisy young Nationalists, by the Jews, which meant also the strong Communist element, by the naturalised Spaniards and by a large number of Frenchmen affiliated to Blum's party. He had "realised racial unity" locally, that was the point of junction, and, in the fact, when grave Jewish persecution erupted at Constantine and Sétif, there was no echo from Oran.

Against him he had the bourgeoisie, the church, the "interests", most of the colonist-settlers who had become fascist in tendency, from fear and grasp mixed.

Here is an impression of the Abbé (or ex-Abbé) at the height of his "Popular Front" prestige eighteen months ago:—

"He frequently visits the *village nègre*, where live the poorest natives, and likewise the Jewish quarter adjacent, when his appearances are the signal for a triumphal progress. Accompanied by a cheering throng, he stops to listen to grievances and injustices, signs self-produced photographs of

(*Continued on page* 198)

A SPHERE SURVEY

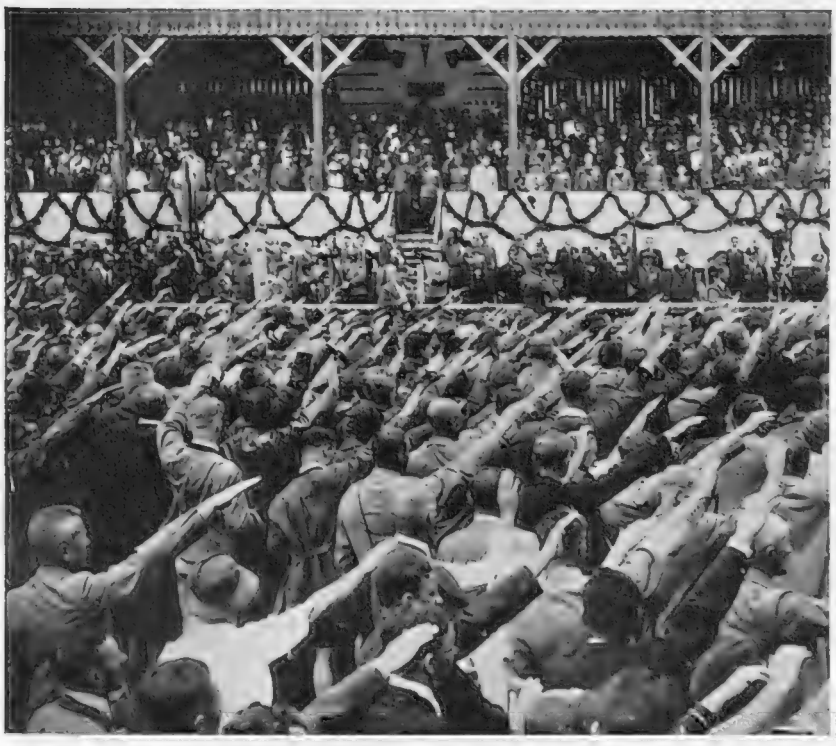
Iraq—Austria—Yugoslavia—France

PALESTINE REPERCUSSION IN IRAQ: A section of the huge gathering of demonstrators marching in the principal street of Bagdad as a protest against the Royal Commission's report recommending the partitioning of Palestine. Syria has also joined in the Arab condemnation of Partition

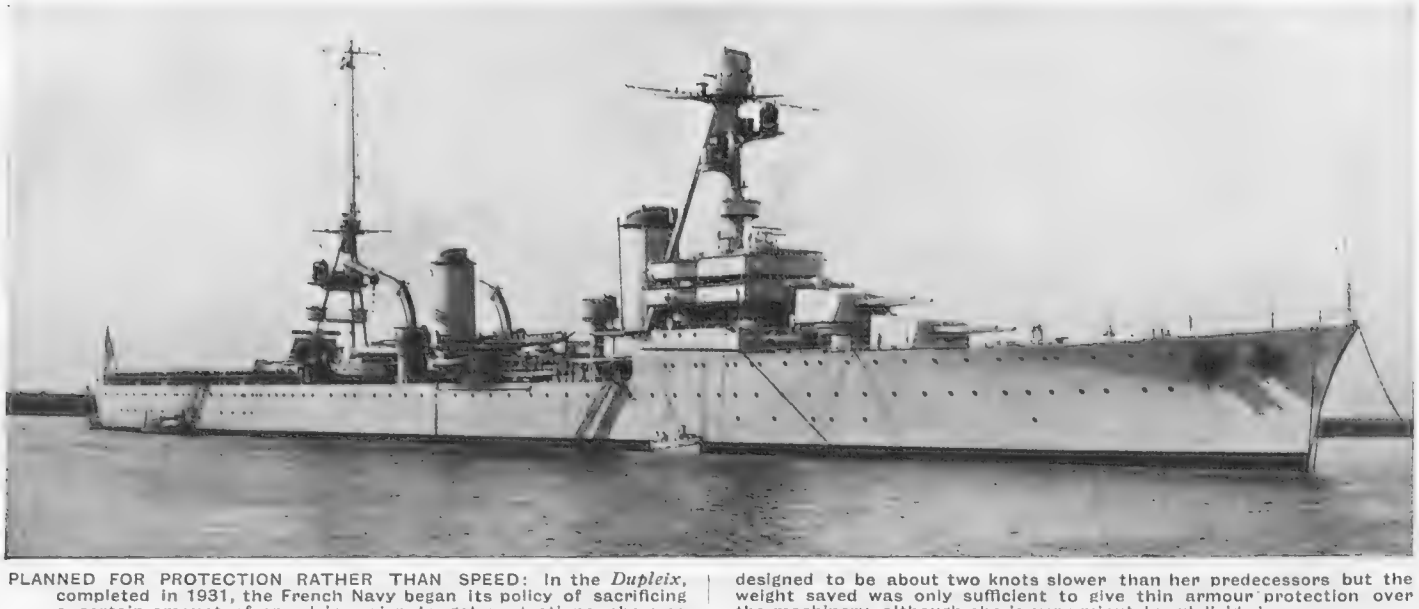
HAD IT INTERNATIONAL SIGNIFICANCE? Herr Hitler beckons the photographer to take a picture of himself with Miss Elizabeth Burner, who hails from Kent and visited Hitler's mountain chalet near Berchtesgaden in the Bavarian Alps while on holiday

WAR-TIME ALLIES MEET: Under the slogan "Shoulder to Shoulder," a reunion meeting of German and Austrian front line soldiers was recently held at the old Austrian town of Wels. The men are seen giving the Nazi salute during the meeting, which was attended by the German Ambassador, Von Papen

CHURCH RIOTS IN BELGRADE: Scenes of bloodshed were witnessed last Monday in Belgrade when a religious procession of 5,000 people was broken up by armed police. The trouble arose through the determination of M. Stojadinovitch, Yugoslav Premier, to suppress the opposition of the Greek Orthodox National Church to the ratification of the Concordat with the Vatican



POST-PRANDIAL SPEECH: Free of the cares of the premiership and embattled behind the wines of the country M. Léon Blum, with characteristic gesture, speaks at a banquet of the Socialist Congress of Marseilles which was attended by 5,000 of its members



PLANNED FOR PROTECTION RATHER THAN SPEED: In the *Dupleix*, completed in 1931, the French Navy began its policy of sacrificing a certain amount of speed in order to get protection; she was designed to be about two knots slower than her predecessors but the weight saved was only sufficient to give thin armour protection over the machinery, although she is very minutely subdivided

THE NAVY OF FRANCE

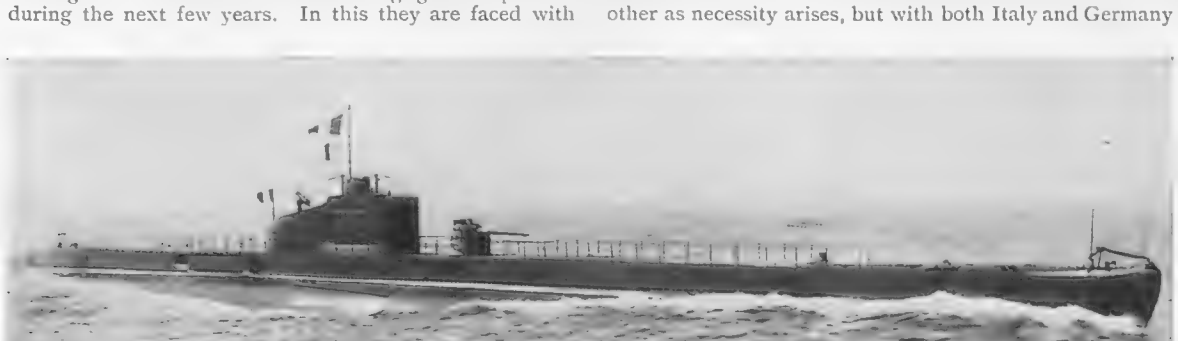
A Review of a Force which is in a Better State than it has Been for Many Years

By FRANK C. BOWEN

WITH Germany on the one side and Italy on the other both paying great attention to naval affairs and planning new construction on a scale that has not been considered for years, the French authorities are naturally looking to their fleet and considering great expansion during the next few years. In this they are faced with great difficulty because they have to consider two fronts which are divided by the Iberian Peninsula but which are well connected internally. Naturally, as an elementary economic measure if nothing else, France wants a fleet whose main force can be moved from one front to the other as necessity arises, but with both Italy and Germany maintaining a very successful veil of secrecy over their full intentions it is very difficult for the French staff to foresee just what will be wanted.

While Germany was fettered by the naval clauses of the Treaty of Versailles the problem was comparatively simple. In the early days a small Northern Squadron based on Brest was sufficient to "contain" the German navy, and successive French programmes were planned with a special eye to the Mediterranean. Cruisers, both under and up to the Washington Treaty limit, were designed for southern conditions with high speed, heavy armament, and light armour. A new type of ship known as the flotilla leader, whose tonnage would have made them reckon her as a cruiser had France signed the Treaty of London, was built in considerable numbers and, backed by a force of big destroyers, made a striking force which seemed quite adequate to protect France's famous "main artery," the shipping lane from northern Africa to southern France over which her principal supplies of food and man power must pass in war time. A miscellaneous force, with a number of the latest and finest submarines, was sufficient for the north.

Then complications arose. Germany, keeping within the limits of the Treaty of Versailles with extraordinary technical skill, started to build the famous "pocket battleships." They were of only 10,000 tons displacement, but by welding and other means they contrived to save weight so successfully that they managed more fighting features than had ever before been packed into ships of double their size. France responded



AN ITEM OF THE BIGGEST SUBMARINE NAVY IN THE WORLD: *Le Glorieux*, launched in 1932, is one of the very successful Redoubtable class of submarine, having a submerged displacement of rather more than 2,000 tons, which did so well that thirty have been built altogether, a direct reversal of the old French policy of constantly changing the design until the French fleet was referred to as a "navy of samples"

LIGHT CRUISER AND MINE-LAYER COMBINED: *Emile Bertin*, a particularly interesting design which was originally intended to be a minelayer, but whose plans were changed during construction until she became a very useful light cruiser with mine-laying facilities. On a displacement of 5,886 tons she mounts nine 6-in. guns backed by a heavy anti-aircraft battery, and steams at 34 knots

A BATTLESHIP OF 22,187 TONS, MOUNTING TEN 13·4 GUNS: This view shows clearly the arrangement of the main armament of the *Provence*, with a midship turret, which in the case of the *Lorraine* was removed to make place for aircraft. The form of the stern is due to the desire to give the anti-torpedo guns fire right aft, but they have been removed as they got washed out in heavy weather or steaming at high speed

FRANCE'S BATTLE-CRUISER "DUNKERQUE" AT [illegible] man "pocket battleships" of the Deutschlan[illegible] navy and on a displacement of 26,500 tons ha[illegible] This overhead view gives

A CRUISER WITH A USEFUL TURN OF SPEED: *Algérie*, the final development of the 10,000-ton Washington cruiser, with all the powers of offence backed by sufficient protection to let her fight an action with ships of her own type, while her speed, although reduced in order to allow for the protection, is still over 33 knots

with a displacement of 26,500 tons, and Italy, who had appeared to be all enthusiastic for light, fast vessels, replied to that by laying down two capital ships to the full treaty limit of 35,000 tons. Now Germany has done the same, admitting to having one ship of that size already under construction and another planned. France is building two similar ships, the *France* and the *Jean Bart*, in reply.

This means a complete reversal in the normal policy which has been pursued by the French Ministry of Marine since the war, when they have followed the teaching of the Jeune Ecole and had been concentrated on small craft. A number of 10,000-ton Washington cruisers were built, but even their design was a continuation of the policy underlying their lighter cruisers, flotilla leaders and big destroyers. Only in the last of the series, the *Algérie*, did they sacrifice the extreme speed of the corsair for protection, and produce a fine fighting ship.

The change in policy is a great relief to a large section of their officer personnel, for while the fast, light ships offer a fine opportunity to the junior officers, once they have passed a certain age they find themselves with little opportunity of advancement and discouragingly long periods in certain ranks. Promotion to flag rank at far too advanced an age has long been one of the admitted handicaps of the French Service, and the construction of capital ships will relieve this. The modern French naval officer has to work very hard and breakdown through overwork is not infrequent. But it is generally through the very difficult theoretical examinations rather than the physical strain of excessive service at sea.

The lower-deck personnel presents problems as great as the wardroom, especially with the extraordinary complexity of the modern French warship which is always packed with "gadgets" of all kinds. It is drawn from three sources, the "Inscription Maritime" founded by Colbert in the reign of Louis XIV, a register of the whole seafaring population of the country through which the fleet gets the Breton fishermen who form its

(Continued on page 178)

A MODERN FRENCH TORPEDO DESTROYER: *Le Triomphant*, a development of the Cassard type, following the same principles of her design although the external appearance was altered by the substitution of two funnels for four. On a displacement of 2,569 tons she mounts five 5.5-in. guns and steams at 37 knots

REALLY A LIGHT CRUISER WITH A TREMENDOUS SPEED: *Cassard*, completed in 1932, is one of the so-called "flotilla leaders" which are not designed to lead flotillas but to fulfil the roles of light cruisers. The *Cassard* attained the phenomenal trial speed of 43.4, but she was very light at the time

RECENT REVIEW OFF BREST: The *Dunkerque* was France's battle-cruiser reply to the German type. She was the first big capital ship to be launched after the Armistice for a Continental 10,000 tons of armour protection, a main battery of eight 13-in. guns and a speed of 30 knots good impression of the arrangement of her main armament in coupled pairs

PRE-WAR BATTLESHIP OF MASSIVE OUTLINE: *Lorraine*, a pre-war battleship of 22,189 tons, launched in 1913, which was completely reconstructed in 1934 and 1935 and brought up-to-date in many particulars, especially in her ability to carry aircraft and launch them by catapult

THE FRENCH NAVY TO-DAY—cont.

"L'INCOMPROMISE": One of the sub-destroyers, comparable to the old torpedo boats, designed specially for inshore patrol and convoy work. On a displacement of 608 tons she has quite a good armament of guns and torpedo tubes and a speed of 34½ knots, being a unit of the type which has become very popular in many navies and has been discussed for our own

backbone, a share of the ordinary conscripts called up each year, and a certain number of volunteers.

In spite of the problems of the immediate future, among which the condition of the shipbuilding industry and its labour under the 40-hour week law must certainly be counted, the French Navy to-day is in a better state than it has been for many years. Money is generously forthcoming to pay for fuel for exercises at sea and ammunition for gunnery practice, and it gets plenty of both.

In material it is as modern as any navy in the world, and capable of great expansion. Before the war a French officer described it as "A Navy of Samples," with nearly every ship to different design and every enthusiast working in his pet theories. Now it is the most homogeneous fleet existing, which not only facilitates tactical work, but lets the sailor called up to the colours drop into his familiar place at once.

The new capital ships now being built will be among the most striking and powerful afloat; the old ones do excellent work training. The cruisers, principally of 10,000 and about 7,500 tons, are fast and well armed. The fleet of thirty odd so-called "flotilla leaders," super destroyers of between 2,000 and 3,000 tons with extreme speed and good gun-power, is quite unique and is capable of very dashing work, especially as it is backed by numerous fine destroyers of modern design. The submarine fleet is the biggest and most modern in the world. The handicap of the divided front cannot be avoided, but the French Navy is doing its utmost to minimise it, and the next few years are expected to show very striking developments.

"GEORGES LEYGUES": One of the latest type of second line French cruisers which many consider to be more useful than the 10,000-ton Washington type. On a displacement of 7,600 tons she has a main armament of nine 6-in. guns, a speed of 32½ knots, and very fair protection

PUBLIC SECURITY in PALESTINE

The Difficult Position of the Jewish and Arab Policeman and the Ultimate Dependence on the British Army

ONE important aspect of the "gigantic problem which has arisen in a tiny country," as the Colonial Secretary described the Palestinian question, is dealt with in chapter VII of the Palestine Report. It deals with the various forces which maintain order at the present time and the necessity of applying martial law if major disturbances should arise. It records the gradual disbanding of the British and Palestinian gendarmerie, which was largely an armed mounted force of cavalry and camelry. Many regretted its disappearance in 1926. In the same year a Trans-Jordan Frontier force took the place of the Arab Legion. The regular police force had been growing in numbers. In 1936 we see that its composition was as follows:

	British	*Arabs*	*Jews*	*Total*
Superior police officers	45	10	4	59
Inspectors	27	68	30	125
Other ranks	858	1,824	450	3,132
Total	930	1,902	484	3,316

It will be noted that there are Arab and Jew officers and men in the police force. Behaving well in normal times their loyalty has been put to a great strain through recent events. One witness said:—

"For a short time after the outbreak of the recent disturbances the discipline and *esprit de corps* instilled by the Inspector-General of Police kept the Arab Police in hand, but after a while they began to crack beneath the strain, and at one time were a potential danger rather than a support. Jewish Police were not submitted to quite the same strain, but undoubtedly were more loyal to Jewry than to Government."

There were many instances, on the other hand, of good service under great difficulty and had martial law been applied earlier all might have been well. The question of the arming of the Jews is also discussed.

"In the 1936 riots, 3,000 Jews were trained as Supplementary Police to defend the colonies and to guard any railway running through their area, the cost of their equipment and salaries being borne half by Government and half by the Jewish Agency. A proposal was placed before us that these 3,000 men should be retained as an auxiliary force, to parade and drill with rifles and uniforms when required and strictly restricted to defence duties in their own areas only. The Jewish Agency strongly supported this proposal, but suggested that 1,000 rifles should always be in use by the watchmen in the settlements." Readers of THE SPHERE will recall the pictures we have given from time to time of armed watchmen on Jewish estates.

"Riots, troubles, disturbances, or as in 1936, rebellions, are symptoms of the disease," continues the report. "They are not the disease itself, the cause of which goes much deeper and, as pointed out in our earlier chapters, is affected by factors outside Palestine. But apart from this, the essential need is to inculcate among the population of Palestine, both Arab and Jew, in Nablus as well as Tel Aviv, a wholesome respect for the authority of the Mandatory Power. The country is at present divided into two armed camps with the British police force and the garrison between them in the difficult position of trying to maintain peace and order."

And this turns one's thoughts to the "Statement of Policy," a single-folded white paper which accompanies a copy of the report. It says in the final hopeful paragraph couched in somewhat League-like language, that "partition would secure the establishment of the Jewish National Home and relieve it from any possibility of its being subjected in the future to Arab rule" and yet we have not discovered in any part of the report reference to the maintenance of frontiers in the future, other than the influence of the mandatory forces maintained in the Jerusalem enclave.

And yet again: concerning the more immediate present the Statement of Policy assumes a distinctly more gritty note. There is a certitude here which none should omit to observe; the passage runs:—

"Pending the establishment of such a scheme, His Majesty's Government have no intention of surrendering their responsibility for peace, order, and good government throughout Palestine. They are in general agreement with the Commission's recommendations in the matter of public security. If serious disorders should again break out of such a nature as to require military intervention, the High Commissioner will delegate powers in respect of the whole country, under the Palestine (Defence) Orders-in-Council, to the General Officer Commanding the Military Forces."

The report discusses the possibility of Cantonisation but feels that it does not settle the question of national self-government. Cantonal autonomy would not satisfy for a moment the demands of Arab nationalism; it would not raise the status of Palestinian Arabs to the level of that enjoyed or soon to be enjoyed by Arabs in the neighbouring countries. Nor would it give the Jews the full freedom they desire to build up their National Home in their own way at their own pace, nor offer them the prospect of realising on a small territorial scale all that Zionism means. And in the background, still clouding and disturbing the situation from year to year, still intensifying the antagonism between the races, would remain the old uncertainty as to the future destiny of Palestine . . . .

"An irrepressible conflict has arisen between two national communities within the narrow bounds of one small country. About 1,000,000 Arabs are in strife, open or latent, with some 400,000 Jews. There is no common ground between them. The Arab community is predominantly Asiatic in character, the Jewish community predominantly European. They differ in religion and in language. Their cultural and social life, their ways of thought and conduct, are as incompatible as their national aspirations. These last are the greatest bar to peace. Arabs and Jews might possibly learn to live and work together in Palestine if they would make a genuine effort to reconcile and combine their national ideals and so build up in time a joint or dual nationality. But this they cannot do. The war and its sequel have inspired all Arabs with the hope of reviving in a free and united Arab world the traditions of the Arab golden age.

"The Jews similarly are inspired by their historic past. They mean to show what the Jewish nation can achieve when restored to the land of its birth. National assimilation between Arabs and Jews is thus ruled out. In the Arab picture the Jews could only occupy the place they occupied in Arab Egypt or Arab Spain. The Arabs would be as much outside the Jewish picture as the Canaanites in the old land of Israel. The National Home, as we have said before, cannot be half-national. In these circumstances to maintain that Palestinian citizenship has any moral meaning is a mischievous pretence. Neither Arab nor Jew has any sense of service to a single State.

"This conflict was inherent in the situation from the outset. The terms of the Mandate tended to confirm it. If the Government had adopted a more rigorous and consistent policy it might have repressed the conflict for a time, but it could not have resolved it.

"The conflict has grown steadily more bitter. It has been marked by a series of five Arab outbreaks, culminating in the rebellion of last year. In the earlier period hostility to the Jews was not widespread among the *fellaheen*. It is now general. The first three outbreaks, again, were directed only against the Jews. The last two were directed against the Government as well. . . . .

"No doubt the idea of Partition as a solution of the problem has often occurred to students of it only to be discarded. There are many who would have felt an instinctive dislike to cutting up the Holy Land. The severance of Trans-Jordan, they would have thought, from historic Palestine was bad enough. On that point we would suggest that there is little moral value in maintaining the political unity of Palestine at the cost of perpetual hatred, strife, and bloodshed, and that there is little moral injury in drawing a political line through Palestine if peace and goodwill between the peoples on either side of it can thereby in the long run be attained. Others may have felt that Partition would be a confession of failure. One of the finest and most characteristic features of the British Commonwealth, they may have argued, has been the manner in which the conflicting claims of nationality have been reconciled within its borders; and the hope of achieving a similar result in Palestine should not lightly be abandoned.

"To that we would reply that, where the conflict of nationalities has been overcome and unity achieved—in Britain itself, in Canada, in South Africa—one of the parties concerned was English or British, and that, where that has not been so, as in the schism between the Northern and Southern Irish or between Hindus and Muslims in India, the quarrel, though it is centuries old, has not yet been composed. Others, again, if they thought of Partition, dismissed it, no doubt, as impossible. The practical difficulties seemed too great. And great they unquestionably are. The closer the question is examined, the clearer they stand out. We do not underestimate them. They cannot be brushed aside. Nevertheless, when one faces up to them, those difficulties do not seem so insuperable as the difficulties inherent in the continuance of the Mandate or in any other alternative arrangement which has been proposed to us or which we ourselves could devise. Partition seems to offer at least a chance of ultimate peace. We can see none in any other plan."

PALESTINE TO-DAY:

Some Military and Police Aspects in a Territory the Future of which Awaits Solution

ARMED JEWISH POLICE IN PALESTINE: Jewish (Chafirs) or super-numerary police being drilled by British N.C.Os. near one of the Jewish colonies on the Sharon Plain, which in accordance with the recommendations of the Royal Commssion, will be territory given over to the Palestine Jews. The present military and police situation which is very complex, is fully dealt with in the Palestine report

BRITISH SOLDIERS IN PALESTINE: Part of the large dormitory equipped with camp beds allocated to the King's Royal Rifle Corps in Tel Aviv, Palestine. Over each bed is a mosquito net

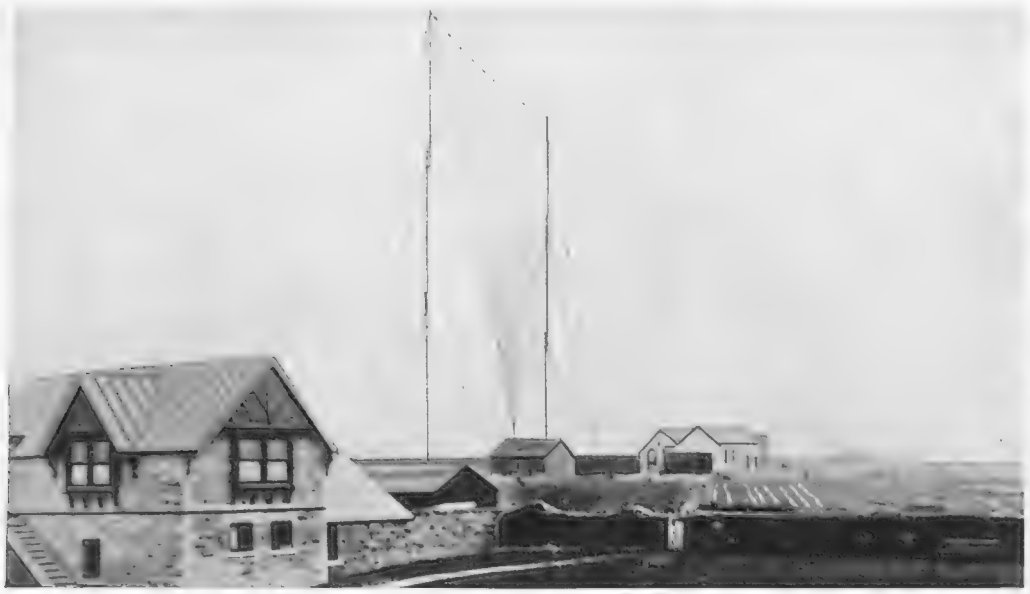
COMMEMORATING ALLENBY'S TRIUMPH: The monument which marks the spot where the Turks surrendered Jerusalem to the British in December, 1917

AN ANTIQUITY BROUGHT TO LIGHT: The remains of an early building believed to be that of a Benedictine Church recently encountered during the excavation for a new sewer near Gethsemane

FLEET FOOTED EFFICIENCY: Desert police mounted on camels in the Beersheba district of Palestine. These Arabs, whose mounts travel at a surprising speed, are in the service of the Government

WIRELESS across the ATLANTIC

The First Famous Experiment in 1901



THE TRANSMITTING END OF THE GREAT EXPERIMENT: For the purposes of the great transatlantic experiment an aerial consisting of two slender poles supporting a number of converging wires was erected at Poldhu, Cornwall. The above view shows the general arrangement of the transmitting station. *Below*—Marchese Marconi is seen with his assistants hoisting the kite at Signal Hill, Newfoundland, which was to bear aloft the single receiving cable on which he was to listen for the expected signal

THE KITE AERIAL IN FLIGHT: The culminating moment of the Marchese Marconi's technical career occurred on December 12, 1901, when, surrounded by his small band of assistants, he listened in for the first wireless message across the Atlantic. Success or failure meant the hearing of three Morse dots through the headphones which Marconi and his chief assistant were wearing. There were moments of expectant waiting while the kite swung aloft in the heavy wind. Then at last without doubt came the letter S—the first wireless message to cross the great expanse of ocean. The experiment had been successful. It had been proved that the curvature of the earth would not prevent the transmission of wireless waves

O O O

NINETEEN YEARS AFTER

An Impression of the Western Front To-day

ON the corner of the hotel that flanks one side of the square outside the station at Amiens, stencilled in black on grey stone, runs an English inscription "No Lorries Through the Town." It has been there for twenty years, since the days when Amiens was full of British troops and a haven of rest from the trenches of the Somme, and it will probably be there in twenty years time when the ranks of the *anciens combattants* have become very thin. It is one of the few visible marks left on Amiens by the war—there are a few patches on the cathedral roof where German shells hit it, but every year hundreds of British visitors pass through Amiens and use its hotels on their way to and from the old front line. Old soldiers fight their battles over again, relatives visiting war graves, the Australian Coronation contingent on its way home, serving officers from Regular and Territorial units visiting the battlefields for tactical instruction, all pass through Amiens in their hundreds every year and away up the long straight roads that lead to the Somme valley and on to Cambrai and St. Quentin.

To visit these old battlefields is a striking and unforgettable experience, for even after nineteen years of peace and careful cultivation they bear many surprisingly clear marks of war. As you motor or walk across the broad agricultural plain that lies above each side of the valley of the Somme it is possible to see white patches of chalk of varying sizes showing in the brown loam of the fields. The old trench lines are quite easily picked out in many places, but even more obvious are the shell marks. An officer of my acquaintance remembers very vividly how three German shells dropped very close to him in the fog on the morning of March 21, 1918, when the great German offensive was launched. Less than two months ago he was able to show me the path he was walking on at the time, and the marks of the three shells were absolutely clear. So it is all over the Nord plain, and so it will be in half a century to come, for the chalk that was blown to the surface will stay there. In April I attended a tactical exercise near the village of Vadencourt and, equipped with the old trench maps, it was perfectly easy to pick out on the fields the exact positions of the trench systems and fortified posts.

The trees that line the roads and the woods show, too, the marks of war. Most of those on the roads are young and half-grown, but where older ones survive they are scarred and still pitted with pieces of rusty metal. The woods are full of young growth from which stand out stumps and topless trees and between Albert and Peronne it is very rare to see a tree of any height. Near the latter town it is still possible to see two huge mine craters that British troops blew under the German front line, and nearer to Amiens the shell-holes where the Germans caught a British regiment in a ravine.

Eighteen years of sowing and tilling have not freed the ground from all the metal of war. Although there was a scientific clearance of shells and other debris after the war it is still easy to walk about the fields and pick up pieces of shell, complete clips of rifle ammunition, pieces of metal equipment, and in the woods steel helmets and rusty rifles. Ploughs still turn up live shells, sometimes with disastrous results. While I was in France a boy was killed at Lille by a twenty-year-old shell he was using as a hammer. There are plenty of shells lying by the roadsides with the nose caps still on them, and the wise Frenchmen leave them severely alone.

War-time wire is still used for fences, as are the metal pickets, and old Nissen huts serve as farm buildings, hen houses, and even as human dwellings. There is bitter irony in the fact that now that armaments are increasing the demand for scrap metal the battlefields are being combed once again, and in almost every village there are sheds full of piles of shells and other rusty metal being prepared for sale to the dealers.

The Somme looks very much as it must have done in the spring of 1914 with its marshy banks and the little huts and snake-shaped traps of the fishermen. The villages and towns in that area still look very new as compared with those beyond Cambrai, which suffered comparatively little damage and where the rich red-brick of pre-war days predominates. At Albert the Virgin on the church tower no longer hangs at right angles from the ruins, but stands glistening with gold, upright against the sky. At Combles there is no longer a tunnel joining the cellars of a score of houses, but at Thiepval several ruined houses stand as they did in 1918.

Dotted all over this plain, and for that matter all over France and Belgium and wherever British troops fought in the war, are the little green signs of the Imperial War Graves Commission with the arrow pointing to a British cemetery. My pen is not worthy to give a picture of these cemeteries, large and small, and no pen, however facile, can tell in full of their peace and beauty. Each has its Cross of Sacrifice, each its wealth of English flowers and shrubs, each its English gardener. It is doubtful whether any gardeners in the world can have greater satisfaction in their work, for around the rows of grey head-stones they have created something that must be a great consolation to the relatives of the dead. When I was last in France the war cemeteries were ablaze with daffodils, set about with aubretia and purple pansies. Very soon now the rambler roses will be in bloom and after them the flowers of an English autumn. The Imperial War Graves Commission seeks neither praise nor publicity, but its magnificent work deserves a fitting place in history.

J. Baker White

AT THE GATEWAY TO THE MEDITERRANEAN

The Famous Rock of Gibraltar the Strategic Value of which has been Discussed in British Political Circles

SHIMMERING IN THE EARLY DAWN: In the foreground the 29,000-ton battleship *Revenge* is seen passing towards the naval harbour, while in the background the whole western side of Gibraltar Rock is visible. On the extreme right is the lighthouse of Europa Point, and just to the left of it are Europa Bay and Rona Bay. The question of the strategic value and the impregnability of this famed fortress has been recently discussed in political circles

GRIM SENTINELS OF THE ROCK: This view of the east side of Gibraltar is taken from one of the turrets of H.M.S. *Nelson*. Between two of the guns can be seen the lighthouse at Europa Point, while to the right the highest point of the Rock (1,396 ft.) shows out clearly while a second bluff known as Rockgun rises to a height of 1,355 ft. Beneath these two high masses are the catchments which collect a large supply of rain water

The ROCK *of* GIBRALTAR:

GATEWAY TO THE ROCK: Members of the Gibraltar police on duty with Spanish rebel soldiers on the strip of neutral territory lying between the Spanish town of La Linea and Gibraltar. The mightily fortified rock, which is seen towering in the background, has of late been the subject of discussion in view of the report that powerful batteries have recently been erected by Franco at Tarifa on the Spanish mainland and by German engineers on the African shore immediately opposite

THE great rock fortress of Gibraltar fell into the hands of Admiral Sir George Rooke as the result of an attack which began on July 22, 1704. The fortress was actually ceded on the 24th when Don Diego de Salinas, the Governor, surrendered and the city was taken possession of in the name of Queen Anne and 1,800 English seamen were landed. The loss to the allies in the action had been two lieutenants, one master, and fifty-seven sailors killed; one captain, seven lieutenants, one boatswain, and 207 sailors wounded.

The action took place when Britain was at war with France over the question of the Spanish succession, the alliance between France and Spain upsetting the balance of power in Europe. It was the year of Marlborough's great battles which culminated in the victory of Blenheim only a few days after Gibraltar had fallen.

Although first captured by force of arms, Gibraltar was nine years later ceded to Britain by the famous treaty of Utrecht, when a general peace was signed by the Sovereigns of England, Spain, France, and the other allies, with the exception of Austria.

By this treaty the security of the Protestant succession in England was ensured, the French and Spanish crowns were disunited, Spain was deprived of half her possessions in Europe, and Gibraltar was ceded to Great Britain in the following terms:—

"The Catholic King does hereby for himself, his heirs, and successors yield to the Crown of Great Britain the full and entire propriety of the Town and Castle of Gibraltar, together with the Port, fortifications, and forts belonging thereto. And he gives up the said propriety to be held and enjoyed absolutely with all manner of right for ever without any exception or impediment whatsoever. . . ."

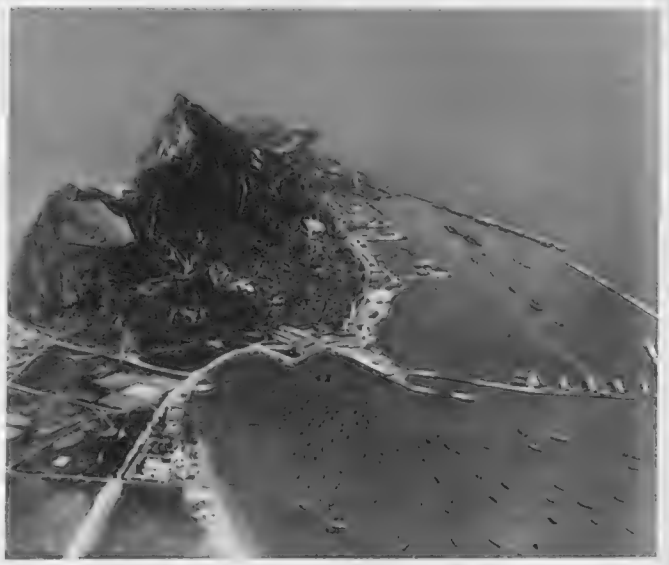
Among the several sieges which the Rock has endured, none is so full of incident as that which took place during the years 1779 to 1783. During that period the Rock, ill prepared at first for a siege and with no British navy in the Mediterranean, successfully resisted attack after attack. Although for a couple of years obvious preparations for war were visible at Cadiz and elsewhere the declaration of war came with startling suddenness as far as Gibraltar was concerned. The Governor, General George Augustus Eliott, only became aware of the situation about five or six days after the official declaration at St. James's on June 16, 1779.

The Governor had begged the British Government to send him engineers and re-inforcements, but no attention had been paid to these requests. He himself, however, was well aware of the approaching danger and made every disposition which it was possible to make to improve the defences of the Rock.

It was at this time that the Rock Gun, the highest point of the north end of the Rock, gained its name from the placing of a 24-pounder gun at a point 1,400 ft. above the sea.

The Rock was blockaded by the enemy for

HOW GIBRALTAR GETS HER WATER SUPPLY: An aerial view collecting rainwater to meet the needs of the settlement. There the water problem was often acute in the extreme. The highest



WHERE THE WHOLE MEDITERRANEAN FLEET CAN FIND ANCHORAGE AT THE SAME TIME: An impression of Gibraltar harbour showing the north, south, and central moles

CONSTRUCTING A 10,000,000-GALLON RESERVOIR: A picture taken during the excavation of an underground chamber for the storage of additional water obtained from the catchment area illustrated above on right. Years of work have been necessary to complete this great water-supply project

CASEMATES
BARRACKS

The Story of Its Cession and Defence

the Rock showing the great concrete catchment employed for e no springs there and before the construction of these works oint of Gibraltar is on the left and is just under 1,400 ft.

THE SERVICES IN FRIENDLY RIVALRY: Sailors from British warships looking on as their champion engaged in an angling competition on the south mole with a sergeant from the British barracks

THE CATCHMENT AREA: A close-up of a portion of the vast sheet of concrete on the east side of the Rock where the rain is collected for the settlement's water supply system

Soldiers in the sunlit barrack square during a siesta. This is situated at the foot of the Rock near the port

many months, before a naval expedition under Admiral Sir George Rodney brought relief. His fleet however remained but a short time at the Rock and soon the defenders were meeting renewed attacks by day and night. Scurvy broke out and was only appeased by a fortunate capture of a "dogger" laden with lemons and oranges—the sick recovered as by miracle.

A year later another relief expedition arrived under Admiral Darby, an event which induced a terrific bombardment by the enemy as a counter move. The garrisons retired to shelter, but the town could not be protected.

A few months later there occurred an incident which shows how brilliantly General Eliott conducted the defence. It is recorded in detail in a *History of Gibraltar*, written by Mr. Frederic Sayer, civil magistrate at the Rock in 1865.

"During the few months of quiet that followed the grand bombardment, General Eliott had leisure to reflect upon the many schemes he had in view for arresting the formidable progress of the enemy's works. At length in November, the Spaniards having, with immense labour and at enormous cost, almost completed the most stupendous and powerful lines of fortifications, extending across the isthmus and reaching nearly to the foot of the Rock, the Governor determined to take advantage of the false sense of security into which the enemy were lulled, and to destroy by one bold stroke the whole of those magnificent works . . .

"It was not until after midnight that all these arrangements were completed. Shortly before three o'clock, when the moon had nearly set, the detachment, about 2,000 strong, moved forward in breathless silence from the barrier gates. The right column, under Lieut.-Colonel Hugo, was almost immediately discovered by the advanced sentries, and the alarm was given all along the line The enemy, terrified and dismayed, rushed to arms, but the British troops in another moment were upon them, and were quickly in possession of the principal batteries.

"For a brief space the Spaniards kept up a scattered fire, but all was disorder in the trenches. An irresistible panic spread among the men; they gave way on all sides, and precipitately abandoned the whole line of works. Never was success more complete. The pioneers and artillery speedily levelled and destroyed the stupendous parapets, the gabions and platforms were kindled, and the fire spread with such rapidity that in half-an-hour two mortar batteries of ten 13-in. mortars, and three batteries of six guns each, with all the lines of approach, communications, and traverses were in flames and soon reduced to ashes. The mortars and cannon were spiked, and nearly all the magazines exploded. So paralysed was the enemy, that during this terrific conflagration they stood almost silent spectators of the scene.

"As had been anticipated, the guns in rear could not be brought to bear upon the advanced trenches, and mortars loaded with grape threw a dropping and ill-directed fire upon the assaulting columns.

"By five o'clock in the morning the troops had returned within the garrison, after having completely demolished the whole of the advanced works, which had been perfected at an incredible

(Continued on page 198)

WAR DOGS AT ANCHOR: British warships in the harbour where there is secure anchorage for even the largest vessels, the haven being adequately sheltered from the dangerous east wind or levanter Within the basin there is every facility for temporarily repairing ships returning to port with damages

A CLOSE-UP OF THE SUPERSTRUCTURE OF THE "CALEDONIA": The view shows only two of her four engines which are located in the wings; these are nowadays of a strength undreamed of a few years ago. The bluff bow of the *Caledonia* differs considerably from *Clipper III's* sharper and more ship-like prow

OVER THE METROPOLIS OF THE WEST: The 9th of July is likely to prove an historic date in the history of the efforts which are being made to link the great capitals of the world by air. It was a proud moment when the *Caledonia* sailed over the sky-scrapers of New York

THE successful crossing of the Atlantic by two flying boats, one British and the other American, and the equally successful return of the two boats to their respective countries marks a great advance in the problem of a regular air service across the Atlantic. Further tests are scheduled for the immediate future, but several months must pass before the question of an air post is solved and possibly several years before a passenger service is established. This may not start until late in 1939, or early in 1940. Experiments with the Mayo Composite Craft are expected to have important bearings on the problem, which must ultimately be one from capital to capital

THE AMERICAN FLYING-BOAT "CLIPPER III" IN THE AIR: Gliding down towards the water at Foynes. The rudder fins, it will be noticed, are very differently arranged from those on the *Caledonia*

THE PAN-AMERICAN "CLIPPER III" TOUCHES WATER: At the moment when this picture was flying-boat was just slowing down on Southampton Water. She presented a very graceful sight to cutting the water easily; the four propellers, it will be noted, are raised above the hull to which

THE CROSSING OF THE ATLANTIC FORESHADOWS AIR-ARGOSIES OF THE FUTURE

The Scheduled Flights of the "Caledonia" and the "Clipper III" Blaze a Trail for the Coming Regular Transatlantic Service

WHALE-LIKE, THE EMPIRE FLYING-BOAT "CALEDONIA" RESTS ON THE WATERS OF THE ST. LAWRENCE: After her successful journey across the Atlantic, Captain A. S. Wilcockson piloted his craft to the St. Lawrence river near Montreal where she was welcomed by numerous ministers and officials. The flying boat is here seen at her berth near Boucherville. Thence she hopped to Botwood and on July 15 flew in 12 hrs. 6 mins. to Foynes, successfully completing the double journey

as obtained, the slim-lined American
ht to the eye. Her slender bows were
which they and the wings are attached by a central massive connection. This form of construction entails the use of stays and struts which are much less prominent in the general scheme of the *Caledonia*. On July 15, the *Clipper III* took off from Foynes, on the river Shannon for New York and again the Atlantic was flown "to schedule," the two boats speaking to each other in mid-ocean and exchanging valuable meteorological data

MILTONIAN ENCHANTMENT AT LONDON'S OPEN-AIR THEATRE: The Attendant Spirit (Leslie French) comes to the rescue of the "Elder Brother" (David King Wood) and the "Younger Brother" (Peter Osborn). One of many delightful moments in Sydney Carroll's presentation of Miltons *Comus*, which had a brilliant reception when revived at Regent's Park last week

On left—THE TEMPTER: Comus (Jack Hawkins) offers the potion to "The Lady" (Fay Compton) as she sits in the enchanted chair. Another episode from Sydney Carroll's latest presentation, which once again has shown itself to be ideally suited for presentation in the open air. It is to be succeeded next week by *The Winter's Tale* with Fay Compton as Paulina: her last role in London before leaving for a year's tour of Australia, New Zealand and possibly South Africa. *Below*—The finale in *Comus* when all are re-united

CORONATION

THIS week the London theatrical season and the London social season draw to a close. Both have borne the Coronation label and in the matter of the former stock-taking might be thought to carry with it certain special points. In point of fact, however, the Coronation had little effect on the theatre, either for good or ill, and the season has been a normal one. There was no vast boom during the actual period of festivities; on the other hand, people were not kept out of the theatres by other and free attractions to anything like the extent anticipated by the pessimists. Plays which deserved to do well did well, and plays which did not deserve to do well did not. It was as simple as that.

As for the plays which might have been expected to succeed, if one can judge by press eulogies and unstinted praise from all who saw them—"deserve" is hardly the word since ethics do not enter the question—there have been two remarkable cases in that both were given a second chance and were again found wanting. I refer to *The Road to Rome*, revived after a long interval, and *On Your Toes*, revived after a very short one. To Sherwood's brilliant comedy we may now say goodbye for ever; the mystery, if it is a mystery, will never be solved. Nor, I suppose, will any sanguine impresario ever be found to give *On Your Toes* a third chance. This, one of the most delightful musical comedies I ever saw, was the main event of the early spring; its original humour, its charm, and its pretty music sent most people into ecstasies. Yet it flopped at the Palace and flopped a few weeks later at the Coliseum. It did, however, bring to the fore a new star of rare quality in Miss Vera Zorina, who has gone from us but who will assuredly return.

In other respects light musical entertainment has only been so-so. The *Coronation* revue at the Adelphi managed to outlast the Coronation but not by a great margin; it had beauty but lacked humour. The musical farce, *Over She Goes*, with Mr. Stanley Lupino, was amusing and enjoyed a fair run at the Saville, but there was nothing outstanding about it. It has been succeeded at this theatre by the Beverley Nichols' revue, *Floodlight*, which has its points but not quite enough of them.

Non-stop revue at the Vaudeville did not enjoy a very long innings in spite of the return, at the top of his form, of Mr. Harry Tate. There is no use concealing the fact that *Paganini* at the Lyceum was a disappointment. *Balalaika* made a poor start at the Adelphi but has since been doing remarkably well at His Majesty's.

At the head of the "straight" play successes one should, I suppose, place *Victoria Regina*, though it is hardly a play so much as a series of historical or semi-historical scenes. Whatever it is not, it unquestionably is first-rate entertainment, which should fill the Lyric until next summer at least. Otherwise, frivolously light comedy, e.g., *George and Margaret*, seems to be the vogue. But *Judgment Day*—a serious play, lop-sided with one-way propaganda—has caught on, and so has *Black Limelight*, an honest-to-goodness melodrama, which owes much to the full-blooded performance of Miss Margaret Rawlings.

The attraction of American film-stars in revivals of famous plays has proved considerable but not, I fancy, so remarkable as was anticipated. I refer to Miss Ann Harding in Shaw's *Candida*, and Miss Ruth Chatterton in Maugham's *The Constant Wife*. (I am perfectly well aware that both these ladies are also stage stars.)

Outstanding failures have been *Satyr*, a fine play with an unpleasant subject, and *He was Born Gay*, a thundering bad play on a subject which, properly handled, would have been of absorbing interest.

SEASON IN THEATRELAND

A Backward Glance

By PHILIP PAGE

"Comus."—I have known productions of Milton's *Comus* to cause coma. For all the undoubted loveliness of the poetry and the nobility of the general conception, this is a ticklish thing to handle as a stage production if it is not to give the effect of a school speech-day or of high-class fun in the vicarage garden in aid of the organ fund.

Mr. Robert Atkins, who has produced it in Regent's Park for Mr. Sydney Carroll, has seen to it that there is no suggestion of either of these. Mr. Atkins is above all things a "pro" (I use the word here, as always, in a eulogistic sense) and his very efficiency brings out an essential suitability for the stage which some might expect this "masque" did not possess. He does not go down on his knees before it, just because it was written by Milton and show us in consequence a sort of gloomy act of homage. He makes the thing swift and alive and even gay, though Milton's ideas of fun are not ours. The players speak the lines; they do not preach them.

Comus is fortunate this year in having its lines spoken by so glorious a voice as that of Miss Fay Compton. It is not that her voice is remarkably powerful (albeit it was sufficiently powerful to allow Milton to conquer a dialogue immediately behind me concerning plans for Goodwood; occasional odd animal noises from the Zoo; and the drone of the inevitable aeroplanes, (which seem to follow Shakespeare and Milton in this part of London as hungry seagulls follow a liner). She just knows how to use it. As the Lady this year Miss Compton was every inch an actress, which is so much more important than it is for an actress to be every inch a lady.

Mr. Jack Hawkins was, I think, justified in giving a flamboyant touch to the title role, for this is, it must be remembered, a masque and therefore a work of fantasy. Mr. French has been an alfresco Puck or Ariel so frequently that to play the Attendant Spirit must have been, as Milton would not have put it, just money for jam.

Miss Nini Theilade's new ballet, *Pyramides*, preceded *Comus*. It was an inverted pyramid in that it began with a dance by the whole *corps de ballet*, who thereafter vanished gracefully, two by two, until there was only a brace left to do a *pas de deux*. Quite an ingenious arrangement, and effective too. Brahms' music was used. What with this ballet and the Fourth Symphony in the guise of *Choreartium* at Covent Garden, Old Man Brahms is indeed enjoying a posthumous vogue as a man of the theatre. As he took but little interest in the theatre during his life-time, the position is curious. We shall find someone stringing some of his songs together one of these days and making an opera out of them. And what will the shade of Wagner (Wagner disliked him) have to say to that?

Au Revoir to the Ballet.—In spite of July heat, Goodwood, and so forth, Covent Garden continues to be packed at every performance for Col. De Basil's Russian Ballet season, which ends this week, only to open again in September.

It might be thought that these dancers are utterly fagged out and are hanging on desperately until the longed-for month's holiday. Not a bit of it! That they are looking foward to their holiday and will enjoy every moment of it I do not doubt. But tired? The other night I was a guest at a back-stage party given by M. Lichine. Nearly all of the principals had been dancing hard at the evening's performance and also at the matinee (which meant for some of them six ballets in not much more than six hours). Yet the party had not lasted more than a few minutes before someone had produced a gramophone and they were all jazzing and fox-trotting round it as if they had not danced a step of any sort for a week.

When the small hours were growing quite large Mlle Danilova let loose a mechanical spider which made some of her fellow artistes jump higher than I have ever seen them jump on the stage. To see the sedately lovely *prima ballerina* who that night had thrilled the audience with her classical arabesques etc. in *Le Lac des Cygnes*, playing with a toy like a child of six (and looking just as lovely in the process) was a sidelight on ballet life some of our immensely serious and high-brow young balletomanes probably will not credit. They understand parties, these Russians.

And if you think the sylph-like and ethereal creatures of the *corps de ballet* live on rose leaves and dew drops, you are wrong. A long table piled high with sausages, pickled cucumbers, cold meat, salt fish, and rich cakes was cleared in under ten minutes.

To leave mundane matters, however pleasant, the event of the last stages of the season has been the revival of *Union Pacific*. This story of railwaymaking, with necessary carnival, in America half a century and more ago remains good fun. Nabokoff's ultra-modern music, peppered with deliberate quotations, is also good fun. But not much more than that and its arid strenuousness soon grows rather tiring.

Mlle Baronova, who can be so demure, makes herself luridly attractive as a gay lady of the local saloon, and dances divinely.

M. Massine's bar-tender's dance remains, however, the "star-turn." This ballet could not exist without that dance; but the dance would survive a ballet even as dull as *Francesca da Rimini*. Indeed, that doleful and horrific work would be vastly improved if M. Massine could be persuaded to amuse the tragic pair of lovers with his amazing contortions.

Another welcome revival has been *Jeux d'Enfants*. Those who associate Bizet only with that masterpiece, *Carmen*, should hear this graceful music of his, which has been adapted to yet another ballet-story of toys coming to life.

"HARE-BRAINED" FARCE AT THE STRAND: Two scenes from that rollicking play, *A Spot of Bother*. *Left*—Christopher (Alfred Drayton) and Binkie (Robertson Hare) discover that the landlord of the Blue Inn (Frank Royde) is a smuggler. *Right*—Binkie (Robertson Hare), Lottie (Jeanne Stuart), and the landlord

"THEY CAME BY NIGHT": Blowing open the combination lock of a London bullion vault with gelignite. A dramatic moment in Barré Lyndon's new play at the Globe Theatre showing left to right:—David Burns, Carl Jaffé, Owen Nares (as John Fothergill) Alexander Field, and Cees Laseur

TO CLEAR HIMSELF: John (Owen Nares) buys back with the aid of Sally (Ursula Jeans) some of the stolen property that he has sold unwittingly. Episode from *They Came By Night*

KENETH KENT AND DOROTHY HYSON give a good account of themselves in *To Have and To Hold*, the comedy which has recently been transferred to the Cambridge Theatre

MASTERPIECES IN PILLARED HALLS: The new sculpture hall at the Tate Gallery which was opened recently by the King and Queen, and has been presented to the nation through the generosity of Lord Duveen of Millbank, the art connoisseur, from whose munificence Britain's collections have benefited so largely of late years. The question of lighting and most advantageous arrangement of the statues await final decision

THE TATE GALLERY'S NEW SCULPTURE HALL

And Its Notable Exhibits

"THE BATHER"
By Albert Toft, F.R.B.S.

"THE KISS"
By Sir William Thornycroft

"DIANA"
By Sir Bertram Mackennal, R.A.

MR. J. B. MANSON
The Tate Gallery's Curator

"PANDORA"
By Harry Bates, A.R.A.

AMERICA under REPEAL

The Liquor Consumption of the United States since It was Once Again Legally Sold on December 5, 1933

By CHARLES GRAVES

DISTILLING ON MODERN LINES: The up-to-date appearance of a distillery belonging to the National Distillers Corporation. Before December 5, 1933, this company's output was restricted to producing liquor purely for medicinal purposes but was able to expand at lightning speed when the Repeal came into force

FOR years we have been regaled with stories, mostly scurrilous, about the drink situation in the United States. Everybody who goes to New York tells you how barbarous the Americans are—how they drink liqueur brandy as a cocktail and put whisky in their champagne to give it an extra kick. I myself have seen American college boys drinking bottles of claret and port alternately.

But what is the real situation in the United States since Repeal?

It was on December 5, 1933, that liquor was once again being sold legally after a period of fifteen years. The immediate result has been that drunkenness has decreased immensely. But the public taste is still vitiated. People drink in order to get a kick out of their liquor—not because they particularly like the taste of it. Every effort is being made, however, by wine merchants throughout the United States to educate the public in the matter of drinking.

In front of me lies a booklet issued by Gilbey's of London, called *Tell Me More About It*. Tens of thousands of copies have been given away in the United States and similar brochures are issued by other leading concerns. The Gilbey booklet tells you all about whisky and gin and how they are distilled. It gives instructions about port and sherry, rum and brandy. There is a table describing what wines should be drunk with the various courses. There is even a page illustrating the various glasses suitable for various liquors. In this connection it is amusing to see that there is a special glass recommended for crème de menthe quite separate from other liqueurs; there are special glasses recommended for sparkling Burgundy, Tom Collinses, highballs, fizzes, old-fashioned cocktails, whisky, "footed" beer and "footed" cocktails, in addition to the ordinary claret, champagne, and other glasses, but it is interesting to note that there is no special glass for port.

Furthermore, there is an American branch of the Wine and Food Society, an imitation of the English institution. (This, however, has deteriorated into a luncheon club of a convivial nature, I am told.) And in all the newspapers and magazines articles continuously appear, each written specifically to educate the American about his wines. Many of these, of course, are sponsored by the big firms of distillers and other interested parties.

When December 5, 1933, dawned there were still two big firms of distillers in existence. True, their production was limited to liquor produced for purely medicinal purposes, but each still had a nucleus which was able to be expanded at lightning speed when Repeal came into force. These were the National Distillers Corporation and the Schenley Corporation. The bootleggers who had complete control of the liquor situation at the time either turned themselves into reputable wholesale or retail wine merchants or started up restaurants or went in for other rackets. The scum went into the kidnapping business. As for the speakeasies, the best of them became restaurants overnight but thousands went to the wall.

The more reputable bootleggers already had connections with Europe. They imported, indeed, a great deal of foreign wines and spirits either through Nassau or through Canada or through the island of Saint Pierre Miquelon. They, like National Distillers and the Schenley Corporation, rapidly bought up any old stock of pre-Prohibition liquors and wines. They also opened distilleries right and left. The chief difficulty was to satisfy the day-to-day demand for liquor as well as to lay it in to mature for the future. For this a huge capital was necessary.

The United States has a population of 126,000,000 people, and though the American drinks little at lunch and very little even in the evening except at the week-end, the purchasing power of so many people is a terrific factor.

LEGAL DRINKING A MATTER OF MINUTES: A bar-customer holding a stop-watch to enable the rest of the gathering to drink the very second Federal Prohibition was repealed. As a matter of interest this came about at 10.31 p.m. Greenwich time on December 5, 1933

I learn semi-officially that the United States will have absorbed at least 3,000,000 cases of Scotch whisky from January 1 to December 31 of this year. In 1935, the duty-paid withdrawals of whisky from the United Kingdom amounted to nearly 2,500,000 gallons. In 1936 this was more than doubled. A similar increase was also shown in 1936 for the importation of whisky from Canada. In the case of brandy the reductions in duty obtained came into effect about this time last year and it is confidently expected that 750,000 gallons of French brandy will have been consumed during 1937 in the United States. Apparently the sale of foreign gins in the United States will always be relatively small but French liqueurs are being bought more and more. For French sparkling wines the total amounted to 183,000 cases in 1936, more than double that for 1935, while the import of still wines increased last year to over 3,000,000 gallons. Port and sherry have gone up by thousands of gallons each. Despite these huge figures, their proportion to American spirits and wines is infinitesimal.

Although in the case of whisky over 13,000,000 gallons were imported in 1936 (over half coming from Canada), nearly 250,000,000 gallons of whisky were produced in America of which over a quarter was drunk. American gin shows a figure of nearly 7,000,000 gallons. American brandy is double that amount for 1936. I have no figures for American wines but in California alone they produce local clarets, burgundies, sauternes, sherries, champagnes, hocks, and moselles. What is more, these wines are definitely drinkable and are of course getting better every year.

American gin is also very good indeed. More than one English firm has its own gin distillery in the United States. Gilbey's, for example, is in Cincinnati. The advantage of having a distillery over there is evident. It saves the tariffs with the result that American whisky and American gin cost only 6s. a bottle.

In addition to the Schenley Corporation and the National Distillers, I must add Hiram Walker and Seagram as being among the four leading firms of wholesale wine merchants which produce their own liquors and distribute them as well as importing them from abroad. The competition, however, is terrific and in New York City alone there are 150 firms of wholesale wine and spirit merchants.

So far I have made no reference to beer, and yet I am told that most of the racketeering and bootlegging during the fifteen years of Prohibition was largely concerned with beer. The four leading American beers are the Pabst Blue Ribbon, Budweiser, Schlitz, and Trammer's. These are light lager of the German type. Milwaukee, where so much beer is brewed is almost a German city.

I have already said that Americans individually drink less than inhabitants of other countries. This is largely because the average girl or woman is much more careful of her looks. Other reasons are that the climate is against midday drinking and, further, the Americans drink so much iced water, eat so much fresh fruit and fresh vegetables that alcohol is not so compatible with meals as it is in countries where meat-eating is more prevalent. At the same time the official statistics show that the importation of liquor from abroad is increasing by leaps and bounds.

More and more Americans are being taught to appreciate matured spirits and wines that have been aged in the wood. In consequence, for the next few years there ought to be a still greater importation from Europe until home-grown or home-distilled stocks have accumulated sufficiently to supply the growing public demand for something which is more than three years old in the case of hard liquor, and more than eighteen months old in the case of wines.

In the meantime the liquor industry in the United States has become one of the biggest in the whole country and even a temperance society's analysis of the recovery from the slump in the United States must show that repeal has helped very considerably in the return to prosperity.

THE GIN INDUSTRY IN U.S.A.: The modern distillery in Cincinnati belonging to Messrs. Gilbey of London. Among the advantages of having a distillery in America is the tremendous saving in tariffs with the result that American distilled gin and whiskies can be sold at 6s. a bottle

PILGRIMS AT DOWNSIDE ABBEY: A general view in the grounds of Downside Abbey on Sunday of last week during the Solemn Benediction—the final scene of the first pilgrimage from many parts of England and Ireland to the shrine of Blessed Oliver Plunket

STOCKINGLESS HIKERS WELCOMED TO CHURCH: Girl hikers have the full approval of the Vicar of Wimbledon if they attend church in their hiking clothes. The Vicar, Canon A. H. Phelips, made this concession to members of St. Mary's Young People Society when they attended a service before setting out for a day in the country. The Rev. W. R. Flex is seen welcoming them at the church doors

PROGRESS OF LIVERPOOL CATHEDRAL: An aerial view of Liverpool Cathedral, showing the engineering work in connection with the belfry. Above the vaulting is a concrete girdle, plainly seen in the picture. It carries the steel girders, which in turn support the ringing chamber and also the platform from which the bells are hung. The tower will be completed by 1941

STRANGE CASE of the BASQUE CHILDREN

by Captain Macnamara, M.P.

BASQUE REFUGEE CHILDREN demonstrated in the streets of Brussels a few days ago

The following article is from the pen of one who writes from personal knowledge of the Basque children who have now been dispersed to various homes in England. He obviously writes a very sympathetic but at the same time fair account of the children, who since the article was in our hands have had an outbreak against a cook, a last occasion of this kind, it is to be hoped, from these strange fiery visitors to our placid isle.

FOUR THOUSAND Basque children have now been in England for several weeks. The first few hectic days are over, and we have now come to the time when we have a breathing space and can look back upon and reflect upon the venture so far as it has yet gone.

It has been a great venture, this transportation of 4,000 children from Spain to England. It is something unique in history. I do not think that it has ever happened in this country before.

The children have changed very much since they first arrived here. In the first place they are not so full of politics as they used to be. They were drawn from all political parties, and creeds, and although the majority of them was pro-Government, there was also a handful that was pro-Franco. But even those who were nominally all pro-Government were not necessarily united amongst themselves, for they belonged to many different political factions: from the very devout Roman Catholic Basque Nationalist on the right, to Communists on the left.

I shall never forget seeing the *Habana* arrive in Southampton Water. I was lucky enough to be able to go on board the night before the children disembarked. The *Habana* is a ship which normally carries 500 passengers. That night she had 4,000 on board. There were children, children, everywhere. They were lying all over the floors, the corridors, and in the cabins, whilst hundreds of them lined the side of the ship and waved excitedly at the shores of England. Most of the children were wildly happy at reaching England, but some were crying. I found one little girl in floods of tears. She told me that a bomb had killed the rest of her family whilst she was playing in the garden.

Although the faces may have been bright their bodies were thin, as we saw the next day when they were going through the public baths. Now, however, they are all fit. They have put on some pounds in weight each. Their appearance also has changed. They came bedraggled, as one would expect of children coming from a beleaguered city.

Not only was one struck by their strange looks, but also one remarked that their faces showed a haunted appearance. They seemed to feel that somebody was after them all the time. They woke up with nightmares and would start crying or getting hysterical at nothing. A thunderstorm would be taken for a bombardment. They feared to show the food they had received to other children; they stored it, they hid it, and, although well fed and completely satisfied, would continue to pretend to be hungry for fear that they would get no more.

These unpleasant looks have, however, by now completely disappeared, and the children are once more their normal selves. The expression "normal selves" means something very spirited when applied to the children of the Basque country. The Basques are, after all, the same race as the early Irish. Some have complained about the exuberance of spirit,—but usually only those who have themselves wished to make trouble. It is true that some of the children, particularly elder ones, have broken out of camp in the technical sense. "Breaking out" is a strong word and scarcely seems to fit the act of walking out of an unprotected field for a stroll in the neighbouring woods or lanes, to return for the next meal or to sleep, which is all that they have really done.

Although generally bright the children can quickly become depressed en masse, as we witnessed when the news had to be broken to them of the fall of Bilbao. When the news was read out they gave one long wail together and most of them fled to their tents or into the woods to cry in secret. Some did get over excited and this was exaggerated by those seeking a good story.

Naturally enough some of the children found camp life dull. For reasons of health they had to be confined within limits. It has surprised all of us who have had to deal with them how wonderfully well they have behaved. Not one of them knew anything about camping on arrival. Spanish children do not go to camp for fun like English children. They knew nothing about camp sanitation, precautions against flooding, the laying out of bedding, care of tents etc. Everything had to be taught them from start to finish by English volunteers. The children responded wonderfully well, were eager to learn and soon were competing enthusiastically in the inter-tent tidiness competitions. Towards the end the camp was running itself and some of the tents were laid out so neatly daily as to compare with those of a regular regiment.

Now, however, the camp life is ended. The children have been drafted away to homes all over the country, not to private houses, but to institutions or the like. Bodies such as the Roman Catholic Church or the Salvation Army have made themselves responsible for whole blocks of children, about 1,200 in the former case and some 400 in the latter, and have split them up in groups amongst various of their existing institutions. Let us take Ipswich, for example. Here 100 children arrived to be met by the Mayor and a crowd estimated at 7,000 people. And what a lovely home they have been taken to, too! It is an old country house, at present unoccupied, set amongst the woods. The Ipswich people have hired this for them and are paying for their keep in it. At such a place as the Catholic Priory of Ponsbourne Park, near Hertford, the children are in surroundings which will help them to forget what we all want them to forget.

Although we want them to forget some things we want them to remember others. Firstly they must remember that they are Spaniards, and we hope will be good Spaniards. We have enough Spanish teachers to go round them and they are taught their normal Spanish lessons besides Spanish dances and games. Naturally we are giving them the opportunity of learning English too, but we do want to bring them up in their own Spanish way as far as possible, as one day they will all return to Spain. Let us hope that it may prove to be soon that they are able to do so.

WITH A BACKGROUND OF THE TOWER OF LONDON: A remarkably interesting English School portrait of a man with a London background of exceptional interest. It dates from the late sixteenth century but is altogether freer and more imaginative than most canvases of that period

THE SHANNON BEQUEST TO THE FITZWILLIAM MUSEUM

Among the important additions received by the Fitzwilliam Museum, Cambridge, during the past few months, the most notable is the bequest by the late Charles Shannon R.A. of the collection made by himself and the late Charles Ricketts R.A. It became the property of the Museum on Shannon's death this year. This bequest is one of great richness and variety and includes works by Rembrandt, Rubens, Van Dyck, and Goya and forms a permanent tribute to the taste and knowledge of the donor

On left—
BY VAN DYCK: This portrait of Archbishop Laud from the studio of the Dutch master is another item from the Ricketts and Shannon collection

On right—
PORTRAIT OF A LADY: The subject of this late sixteenth-century English School painting is perhaps a member of the Talbot family

LONDON'S NEW FIRE-FIGHTING PALACE: Braving the inclement weather, the King and Queen opened the new L.C.C. Fire Brigade headquarters on Lambeth Embankment on Wednesday of last week. Their Majesties are seen above inspecting the ranks of firemen. The new headquarters are equipped with every conceivable kind of fire-fighting apparatus which can be supplied immediately to any sub-station in London

THE SITE FOR EARL HAIG'S STATUE: Hoarding erected in Whitehall, S.W. round the spot where the statue of Earl Haig is to stand. Workmen are busy inside preparing for the erection of the statue

ON A CYCLING TOUR OF EUROPE: A party of schoolboys from New York when in London during their bicycle tour of Europe. They are seen passing the Cenotaph on their way to Victoria Station for the Continent. At the end of their tour they will also have visited Belgium, Holland, and the Paris Exhibition

YACHTING for the Man of Moderate Means

IT is probable that nothing has done so much harm to the sport of British yachting, and through it to the Navy, by one of its most valuable reserves, as the popular fallacy that yachting is a sport that can be indulged in only by the rich. Admittedly, if one wants to go in for racing with a "J" class yacht, or even with most of the international classes, it is more than easy to spend large sums of money; but there are other forms of yachting which can be indulged in with a very small expenditure, and even racing need not cost very much as long as the yachtsman is content with the handicap classes which, in the opinion of many people, give very much more fun than the international or class competitions, although they do not get nearly as much advertisement.

The obvious first step for a man who wants to go in for sailing as a hobby without spending too much money is day sailing, and the way in which this can be enjoyed on a small expenditure can be seen in every port or seaside town which offers any facilities. Quite apart from motor-boating, which has a great attraction to the beginner because it does not demand any preliminary knowledge like sailing, there are innumerable ways in which day sailing can be enjoyed.

The smaller racing classes advance so rapidly nowadays that there are always plenty of declassed racers on the market at a very small price, boats that may no longer have a chance against more modern developments but which will give infinite sport to anybody who merely wants to enjoy himself on the water. Besides these, the rapid development of the motor in the fishing industry has made it quite easy for the wise tyro, who is willing to spend a guinea or two on getting the advice of an experienced surveyor, to pick up a former inshore fishing boat, preferably lugger rigged, which will not only give him plenty of fun, but also provide accommodation for quite a large party of friends, a dozen or so, and at the same time have sufficient seaworthiness by her previous occupation to minimise the chance of accident. These former fishing boats may not be able to compete with the yachts in point of speed, but they are the very best possible means of learning to sail a boat, and quite a number of sailing men prefer their inherent sea-kindliness to the more obvious advantages of a yacht, and continue to sail them year after year.

From day sailing to cruising, either for the week-end or for a longer period, is only a natural step which practically every yachtsman takes. It may mean the conversion of the little boat in which he has enjoyed his days, although that is generally the course of a young man as it is bound to involve a good deal of discomfort, or it may mean the purchase of a bigger boat, either one that has been originally designed as a cruiser or a converted racing boat. There are always any number of both types to be had, and many which are long past their first youth can be picked up for a song; but again the only wise course is to enlist the aid of a competent surveyor for while many of them are as sound as a bell, and capable of many years' further service, there are a large number which are prepared to be sold to some enthusiast with very little knowledge.

Most of these cruisers are now provided with auxiliary power, and the modern internal combustion engines can be made so compact and so reliable that it need not spoil the enjoyment of cruising under sail to any appreciable extent, while it gives the assurance of getting back into port in time to catch the last train, a matter of great importance to the business man. In such a boat the enthusiast can get infinite fun out of what the yachtsman calls "mud-crawling" and he can find any amount of interest in the creeks and estuaries within easy distance of the mouth of the Thames.

As he gets more ambitious he can find the time and opportunity for cruises to the nearby Continental ports, and from them he can work up to very interesting tours through the inland waterways. In the work of popularising such Continental cruises the Little Ship Club has earned the highest praise, and though it is an organisation specially designed for the man who wants to do his yachting with little expense, it shows the way to getting the most fun out of the business and its large membership shows how much it is appreciated. Beyond the ground which it makes any attempt to cover there are the Royal Cruising Club and the Cruising Association to encourage more ambitious voyages, including the ocean voyages in small craft which are now so popular with some sailing men, adventures which can be indulged in without any great risk provided the adventurer takes the precaution of learning navigation and having all his gear in perfect condition. Some of the most famous ocean cruises, including several round the world, have been undertaken on a very small capital outlay.

Provided the yachtsman is not too ambitious, there is no reason why racing should be too expensive for the man of small income. There are handicap races for yachts of all sizes in most of the principal regattas round the coast, and there is always the chance of a prize at the end of it.

Frank C. Bowen

UNDER A STORMY SKY: Spinnakers touch the water as these six-metre yachts heel over with an under gust of wind off Dunoon seemingly trying to race the leaden clouds hurrying across the sky. The stretch of the Clyde around Dunoon is undoubtedly one of the finest yachting centres in Britain

HARD OVER IN THE BREEZE: Yachts of the six-metre class racing side by side with every inch of canvas spread to gain the lead. Another picture taken on the Clyde at Dunoon

BILLOWING SAILS

The Charm of Yachting—Most Graceful of all Summer Sport

ALMOST BECALMED: Captain F. Ratsey's *Zoraida* with a full spread of canvas endeavouring to catch an almost non-existent breeze when competing in the Cruising Yachts race for the Sir Leonard Lyle Challenge Cup in the Bournemouth Regatta held there on Monday of last week

THE VERY YOUNG: Tiny People in the News

HEIR TO MILLIONS

The sixteen-months-old baby son of the Count and Countess Haugwitz-Reventlow, formerly Miss Barbara Hutton, the Woolworth heiress, out for an airing in Hyde Park Gardens

THREE GRACES

Master Thomas Lane (left) and Miss Jane Lane (centre) with a fellow bridal attendant at the wedding of Miss Lettice Lane and Mr. Richard W. Crawshaw at St. Paul's Church, Knightsbridge. Thomas and Jane are brother and sister of the bride

FIRST POSE

The first picture of Mrs. Charles Sweeny's baby daughter taken recently at Mrs. Sweeny's home in London

TASTEFUL FOOTWEAR

A study in expression of three prize-winning babies at a baby show held in Raphael Park, Romford, Essex

BAPTISMAL EXPRESSION

The infant son of Captain Roger Crewdson and Mrs. Crewdson wore a placid expression after his christening at St. Paul's Church, Knightsbridge

ORDER OF THE BATH: A pupil under the watchful eye of a nurse at the class on elementary care of babies sponsored by the Catholic Youth Organisation of America at their Manhattan Centre, New York

○ ○ ○

A HAMPSTEAD CHRISTENING

A picture taken at the recent christening of the baby son of Mr. and Mrs. Jimmy Campbell at Hampstead Church. Mrs. Campbell is better known as Betty Balfour

CAREFREE HOLIDAYS

Plan Your Packing and Weed Out Everything that is Not Absolutely Necessary

Slacks and play-suits are important in a summer wardrobe. Take some in printed cotton or tie-silk, like those worn by the girl in the Kodak snapshot on the left, and pack lots of contrasting shirts to wear with your trousers and shorts. They cost little and look grand

HAVING made up your mind what sort of holiday you are going to have, be really strong-minded about your packing. If you want to be a success, take as little as possible, for it is far easier to assemble an effective small wardrobe than it is to make no mistakes with a large one.

Most people like to spend their summer holiday by the sea, so let's suppose you are going to do that. Here are the things you will want if you are going to a reasonably gay place. A grey or navy flannel suit in which to travel, with one frilly blouse in case you need a formal outfit. Have matching slacks and shorts so that you can wear them with the jacket, and take several pastel coloured and at least one striped cotton shirt. For beach wear you will need a backless play-suit over which is worn a neat coat-frock, and three swim suits. Preferably one of the new dressmaker sort in printed cotton or crepe, and two that are practical enough to dry quickly. Add a full length printed cotton housecoat, which you can get for 12s. or so, and in which you can breakfast on your veranda or sweep down to the beach; one silk afternoon dress; one dinner frock; and two or three dance dresses. One pair of evening shoes will go with all those dresses: you'll travel down in your one pair of blue walking shoes: and the only other things you will want are beach shoes.

If you are going to a very quiet place you will want the suit and slacks—or if you don't like yourself in trousers take instead a culotte in an uncrushable fabric. If it is well cut the divided skirt will barely show, but it is grand for clambering about in. Take a dressmaker swim suit and two simple ones with a house-coat to wear over them. Add one or two cretonne beach dresses if you don't have slacks: one crepe dress for quiet evenings, and one dinner dress for when you want to dress up.

If by chance you are going yachting you will want a camel-hair coat (navy looks better than natural against the sea); a thoroughly serviceable mackintosh; a navy-blue divided skirt or slacks, both of which can be worn with a white or a navy jacket; several brilliant jumpers (yellow or scarlet look grand in such surroundings); and two or three uncrushable evening frocks in printed jersey, cotton, or lace.

But maybe motoring is your particular joy in life and you're planning a tour. Then, more than ever, you will have to travel lightly. Unless the weather is unbearably hot, travel in a tweed suit with either a matching topcoat or a camel-hair one. Again, see that your slacks go with the jacket, for nothing is more comfortable for driving, or more practical. Slip in several jerseys and cotton shirts; a host of brilliant scarves; a tailored linen or printed jersey dress for really hot days; a tailored silk dressing gown; a simple silk frock; and one dinner dress. Shirts take up practically no room, but introduce amazing variety.

Life is in many ways simpler if you are going to stay all the time in one place in the country. Again you will want your tweed suit and overcoat, plus a waterproof. For golf, take a heavy linen culotte. You can judge for yourself what you will need in the way of tennis clothes. Add several printed cotton frocks, as rustically simple as you like, and wear with them an artless straw hat, very coarse, and trimmed with field flowers or school-girl ribbons. Fill every odd corner with gay scarves and unusual belts, and don't forget some short cotton gloves in bright shades. After that all you'll be likely to want is several dinner dresses, and perhaps one dance dress if you know lots of people in the neighbourhood or if you are staying at a large house.

The great secret is to stick to one basic colour and to build your whole wardrobe round it. for then you will be able to find room for gay accessories instead of having to waste it on dull things. It makes it easier too when you arrive at your destination, for you have less sets to assemble. And, after all, holidays are so short that no one wants to spend a large part of them sorting out clothes and worrying over trifles.

If you are touring or spending a caravan holiday you will want tweeds or flannels. Rely on your accessories for variety, and be strong-minded even about necessities. The only thing to be extravagant about is shoes. Take several pairs and be sure that they are pliable and absolutely comfortable

THE BABY AUSTIN GROWS UP: One of the Austin Big Sevens beside the Avon at Bidford. This view reveals the handsome lines of this new Austin model. The Big Seven has an entirely new engine of 900 cc. and is rated at 7·99 h.p. It is well equipped and has an excellent performance

SANE SIGN-POSTING: The thorough method of sign-posting used on all main roads throughout New Zealand where the authorities realise that the towns farther up the road are as much a guide to the motorist as the name of the next, and possibly obscure, village

A SHORT CUT: Cars packing the newly-opened ferry at Beachley on the Welsh side of the Severn on the South Wales to London road

GERMANY'S NEW MOTOR ROAD: A bridge carrying over a valley the new highway recently opened by Chancellor Hitler in Saxony

ANNOUNCING THE NEW SEASON'S MODELS

The 1938 Programmes of Some of the Leading Car Manufacturers

By A. PERCY BRADLEY, M.I.A.E., A.M.I.Mech.E.

THE new season's models are now being announced in such quick succession that it is difficult to keep pace with their arrival. One of the first programmes to be issued was the Austin. Lord Austin during the course of his speech at the "coming-out" ceremony made reference to the fact that the new models were being announced this year practically a month earlier than before. This he said was due to the fact that the 1937 cars were not being materially altered and so it was considered better from everybody's point of view, including new and old customers, that the programme should be announced without delay. The Longbridge factory, however, are not altogether resting on their oars because two new models, one an addition and the other an established model redesigned, have been announced. The first of the newcomers is the Austin Big Seven. Briefly, this car is a four-door saloon with all-steel bodywork, surprisingly roomy and completely equipped. The engine of this car has four cylinders, the cylinders and crank-case in one casting and sealed top and bottom by a detachable head and sump respectively. The counter-balanced crankshaft rotates in three large bearings. The cubic capacity of the engine is 900 cc. and the R.A.C. rating is 7.992 h.p. It will be noticed that the engine is larger than the old-established Seven but then the chassis and body have been also enlarged and so are heavier. I am informed that at 4,000 r.p.m. the engine develops 25 brake h.p. I have not driven one of these new cars but I have every reason to believe that the rubber mountings for the engine, and the silencer as well, effectively insulate the chassis and body from all pulsation or torque reaction. Needless to say a four-speed gear-box is fitted and this has synchromesh engagement on second, third, and top. The transmission and the chassis itself are modelled on the layout of the original Seven. The brakes are of Girling design and I have no doubt that they are thoroughly efficient. I do not think I will be looked upon as venturesome if I predict that this new Austin will immediately become popular, particularly as the price is £160 for a saloon model with a sliding head.

The other newcomer to the Austin range can be described in brief as a big seven-seater, and here again the popularity of this new Austin Eighteen with Windsor saloon is bound to be certain and rapid because it sells at £375. The frame is of rigid cross-braced construction with deep side members dropped to give a low body mounting. The greatest care has been taken with the rubber mountings for the engine and gear-box unit to see that all vibration is absorbed before it reaches the chassis and body. The engine is a six-cylinder unit rated at 17.9 h.p. and having a cubic capacity of just over 2½ litres. The whole design of the transmission and chassis in general is such that a thoroughly satisfactory car has been produced. It is interesting to note that a pistol grip scuttle mounted hand-brake control is provided. The design of the springs in the suspension system is worthy of note. The leaves have zinc liners between each pair and self-lubricating discs are fitted for the ends of the main leaves. The springs have special provision for feeding oil between the leaves by grease-gun applied to a nipple below each. The anchorages have silent bloc bushes and the riding is controlled by Luvax hydraulic shock absorbers. The Austin Company are to be congratulated on devoting so much attention to the suspension of this car and I feel certain that as a result the occupants will always have comfortable riding. The Windsor is luxuriously fitted and attention has been given to the ease of ingress and egress through the doors. The amount of room available is well above the average and I would also like to mention that the floor is flat and not broken up with foot wells or a transmission tunnel. Other models besides the Windsor are available on this chassis.

A new Hillman Minx has been announced. As might have been expected the general design of this year's model has been retained but the new creation is altogether a better vehicle, nicer, and more impressive in appearance, roomier, and more comfortable for its occupants. Outwardly, the most striking change is that of the radiator grille, in fact the redesigning of this feature is the principal factor in giving the car its enhanced appearance. The designers have rightly devoted a lot of attention to provide a vehicle which will give the people inside it fresh air to breathe without a draught and without exhaust fumes. The whole outside of the body has been smoothed over and I was very glad to note that someone has realised that the people who travel in cars do on occasions take some luggage with them. The accommodation for suit-cases and other impedimenta is now well above the average for a car of this size. The engine remains the same in size but a much better balanced crankshaft of sturdier design than before is now used. The camshaft runs on three bearings and this improvement along with the new crankshaft contributes towards producing a much smoother running engine. The gear-box is remarkable for the fact that it gives synchromesh engagement on all gears. The gear-box itself has been made sturdier and many other improvements have been incorporated in this unit. Popular as the old Minx was, there is no doubt that this latest edition will sell in even greater numbers than its predecessor. The price for the model known as the Safety saloon is £169.

The 1938 Standard programme has come to hand and here again I am perfectly safe in saying that the new models will be even more popular than the old ones. There are six basic models in the new Flying Standard range, namely, the Nine, the Ten, the Twelve, the Fourteen and the Twenty, the latter being available as a 6 cylinder or a V8. In addition to the well-known Flying Standard saloon body there is available a drop-head coupé on the 12-h.p. chassis and special Touring saloon bodies on the 14 and 20-h.p. chassis. It is interesting to note that every Flying Standard has a flush-fitting sliding roof, Triplex safety glass throughout, 12-volt electrical equipment, a four-speed synchromesh gear-box, easy jacking system, and flush-fitting traffic indicators. The new cars have an entirely redesigned radiator and bonnet. Acting on the well-known psychological fact that a light ceiling makes a room look loftier than a dark one the Standard Company have equipped their saloons with a new light coloured head-cloth. The interior decoration and the general fitments of the saloons have been made neater. The hand brake is now of the pistol grip type, situated under the scuttle on the Twelve model, in addition to the V8 on which it was incorporated last year. The latter model and the Twelve have a new eye-level dashboard which enables the driver to see the instruments without deflecting his eyes too much. The braking and steering systems have been improved and all the new Flying Standards are fitted with specially designed domed headlamps, which reduce dazzle at night without diminishing the range of visibility. The prices range from £152 10s. for the Nine saloon to £325 for the Twenty V8 saloon.

I have recently taken delivery of a Flying Standard Nine and, although it is not one of the 1938 models I can honestly say that I have never driven a smoother running small car in my life. Usually, I find that a small car becomes irritating to drive on a long journey but not so with this Standard Nine. The speedometer showed that I have covered over 2,000 miles and it is running as sweetly as a high-grade watch. The engine revs with a most pleasant purr and makes one think that it is really enjoying its job. Although the car has only two doors, the ingenious method whereby the front passenger's seat can be pushed forward under the dashboard makes it a simple manner for the other two passengers to be able to get to the back seat. The steering is so light that until I became accustomed to it I thought that it had become disconnected, yet in spite of its lightness it is positive. Another remarkable feature of this small car is the braking system. The retardation is amazing but perfectly pleasant. I have not tried the 1938 version of this model but if Captain Black and his staff have been able to improve on the 1937 model they will have my genuine congratulations.

Vauxhall Motors, Ltd., inform me that Mr. Maurice Platt, the well-known motoring journalist, has just joined their engineering department. I have known Mr. Platt for many years, during which time he has occupied a position as technical editor to *The Motor*, and I can, therefore, congratulate the Vauxhall Company on obtaining the services of an engineer with a personality. So far as his professional attainments go he is a Member of the Institution of Automobile Engineers, and has contributed to numerous technical papers.

This England . . .

from St. Catherine's Hill, nr. Winchester

EVERY landscape, however casual in its arrangement, is dear to the heart of someone. To him a familiar group of trees upon the skyline spells "home" as surely as some casual (and usually more unfortunate) arrangement of brick and tile. There is a feeling of permanence therein that links the short span of youth and manhood to the greater permanence of his race. We all feel it—that is why another man's England is sympathetic to us also. This instinctive feeling comes out oddly here and there . . . it is instinctively that you like Worthington rather than by what you are told of it, because it is a beer brewed in a very old way and part, therefore, of the permanence of this England.

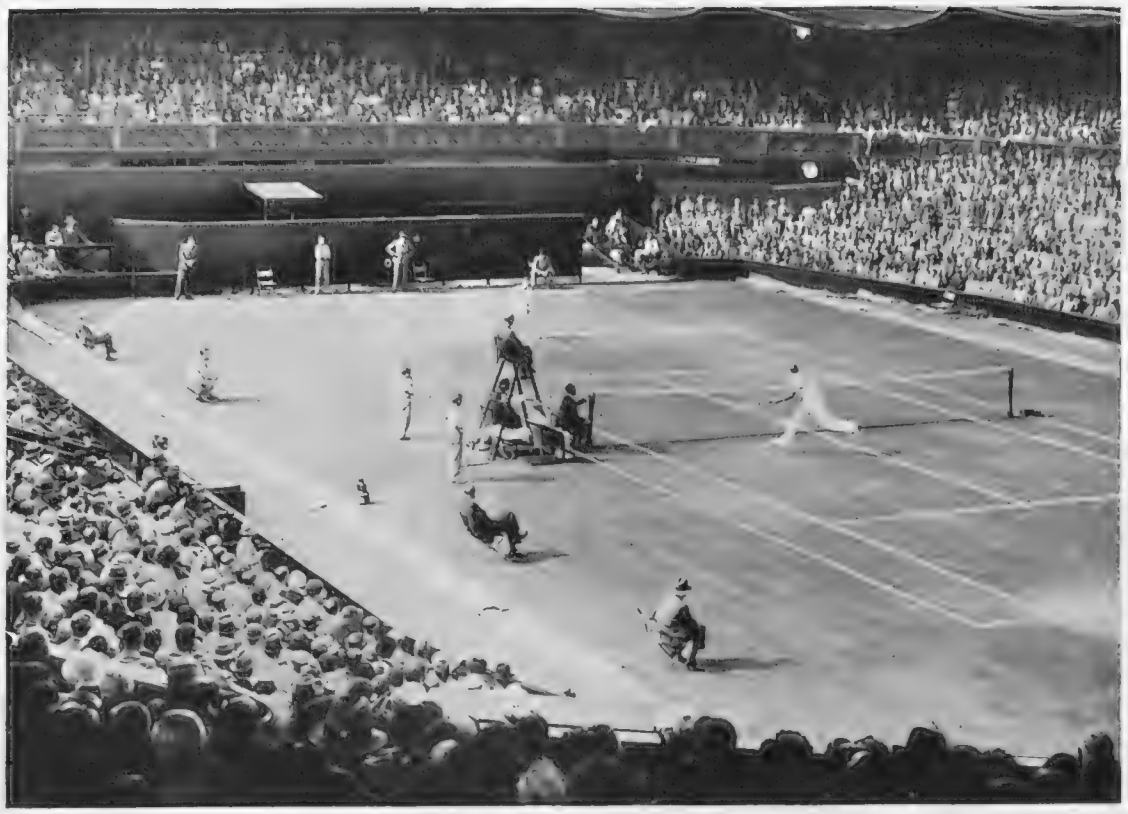
ISSUED BY WORTHINGTON AND CO. LTD., BURTON-ON-TRENT, ENGLAND

EVE AT THE POPPING CREASE: Miss Brown gave evidence of an elegant overarm action when playing for the Middlesex Women's cricket team against the Australian Women at Chiswick House, Turnham Green, a few days ago

THE HON. DAPHNE PEARSON, youngest of Viscount Cowdray's five sisters, leading the judge's pony between chukkas on the opening day of polo week at her brother's home, Cowdray Park

BEHIND THE VEIL: The wife and sister-in-law of the Emir of Katsina, a Nigerian ruler who is now on a visit to this country, pictured in their cabin on board the liner *Apapa* at Plymouth. They uncovered their faces, a rare occurrence in public, specially for the picture to be taken

TRIBUTE FROM THE EAST: A schoolboy looking at the address in Arabic and English sent to King George by the Sultan of the Maldive Islands and now included in an exhibition at the Imperial Institute, South Kensington, of all the congratulatory messages received by Their Majesties at the time of the Coronation



C. E. HARE'S GREAT FIGHT AGAINST BUDGE: Britain's No. 2 coming up to the net during his match with America's No. 1 on the first day of the Challenge Round of the Davis Cup on the Wimbledon Centre Court. Hare was at the top of his form in the first set which he lost 13—15 after a marathon struggle in which he showed himself to be an attacking player of rare courage. In the second two sets reaction set in, however, and he was quite unable to hold his hard-hitting opponent. On Tuesday Hare lost to Parker and the U.S. regained the trophy

AN AFRICAN FIREBRAND BY WAY OF SAINT SULPICE *(Cont. from page 174)*

himself for scrambling children, nods and waves in response to feminine cries of 'Vive Lambert!' from windows. Now and then he has to seat himself at a café terrace and sip native *thé à la menthe*. He looks perfectly happy, explains that the reason of this unexampled demonstration towards a Frenchman is that these people now have confidence that they are getting the same deal as every other section of the community.

"All the same, it is a revelation. This man has become the centre of a veritable mystic cult. Women in childbirth press his photograph to their bodies. Fishermen carry his bust in the prow."

What transpired to change all this? For, verily, the Abbé Lambert could no longer venture into such places to-day. He isn't safe even in the white business quarter—as we have seen.

Was the good Mayor "got at" by La Rocque's Social Party—that is, by the Fascist elements in North Africa? It would be nothing new for the adventurer-careerist to begin by emerging as a dangerous "Left" extremist, in order thereby to render himself more sought-for by the "Right."

Whatever happened, and to put things as succinctly as Lambert himself agrees is the case: "His friends have become his enemies, and his enemies his friends." From having been the hero and champion of the very "Left" and of the unemancipated native, of oppression in all its aspects, particularly of the Jews, the Mayor has gradually this year passed to a fervent French nationalism.

"The Rassemblement National (he founded this) combats no religion and no race. What we are fighting is the 'Internationale' and the red flag. If many of the Jews and of my heretofore adherents are in that camp, I deeply regret it, I am for the tricolor and the 'Marseillaise!'" Having pronounced which, the Mayor steps into his cabriolet that now has a hood striped red, white, and blue.

"If the Socialist Minister of the Interior, in Paris, tries to dismiss me," he declaims, "thousands of Arabs are ready to descend upon Oran, at first sign from me. Because these town-dwellers have turned against me, that is not to say I have not the same support as ever up-country, where I was of greatest service. Four-fifths of the department's municipalities remain on my side. As for the white French colonists, 50,000 of them could converge, armed, upon Oran in a very short while. Directly I discovered that agitators were running the douars, stirring up the natives against the colonists, I issued my call to the latter. Now they have grouped themselves about me, and each day brings fresh adhesions, also affecting the many thousand natives that these colonists employ on their farms and properties."

In such manner does the "Marabout of Water" explain the right-about that has occurred, how it befalls that he now speaks from platforms upon which followers of La Rocque, Doriot, Laval, denounce such things as the project to grant the same civil rights as whites enjoy, to 22,000 Algerians (out of 7,000,000) who have passed the same examinations as French lawyers, teachers and functionaries. "The thin end of the wedge," "beginning of the end," "mortal stroke to white ascendancy"—so proclaim the bulk of Algeria's 1,000,000 French-born or naturalised whites and near-whites.

This initial emancipation attempt is called the Violette Law, after its Governor sponsor, and much more is sure to be heard of it, since it is hardly too much to say that the whole trend and development of French dominion in North Africa is involved in its implementing or the reverse. Here we come upon the demagogue water diviner's background. The only reason French North Africa, Morocco, Algeria, Tunis are not currently in varying degree of high ferment is that such of the native populations as sit up and take notice realise that if the French hold were to weaken, the spectre of Italo-German descent would grow, and narrow, unprogressive, and exploiting as the French may be, they bring relative liberty.

French statesmen appreciate well enough that the present is only a truce, and that once the existing fear is removed France will have to face up to the problem of how to deal with Algeria, pushing, close-at-hand, indispensable, fertile and rich, crowded African land still being run much as under conquering Marshal Bugeaud a century ago.

But Algeria plainly cannot go on indefinitely as a mere province tied to Paris. This awakened piece of Africa wants to step out. Events in Egypt and Asia Minor are being closely watched. The French problem is to try and find a compromise between granting wholesale naturalisation to the Arabs, as demanded, and sustaining the supremacy of the white colonists not a few of whom, exasperated, are already and perilously talking of secession.

THE ROCK OF GIBRALTAR

(Continued from page 183)

cost of time, labour, and expense. "Just as the rear column had passed the barrier gates on its return, the enemy's grand magazine blew up with a terrific explosion, scattering masses of timber and debris in all directions. The scene during the general conflagration was magnificently grand; the whole isthmus was one blaze of fire, and the highest peaks of the huge Rock were scarcely visible through the dense atmosphere of smoke. Notwithstanding the glorious result of this sortie, the losses of the detachment were insignificantly small; four privates only were killed, and one officer, and twenty-four non-commissioned officers and privates wounded."

The siege however still continued and at last a final effort was made against the fortress, the defenders of which had for some time been using redhot cannonballs, much to the annoyance of the enemy lines.

"The enemy's plan embraced two leading features; first, a bombardment from the isthmus, upon a scale hitherto unknown; secondly, an attack by sea along the whole length of the Line Wall. For this purpose floating batteries of such construction that they were to be 'at once incombustible and insubmergible,' were to be employed.

Even these formidable engines of war did not succeed in reducing the fortress, and after a final, terrific conflict, in which the Rock was enveloped in gunpowder-smoke and thousands of redhot balls had been flung through the air, the conflict came to an end on September 14, 1782. The crowds on the neighbouring hills melted away. Lord Howe's relief ships arrived, and peace was signed in February, 1783. The siege had lasted 3 years, 7 months, and 12 days.

TOWN CRIERS ALL OVER THE COUNTRY HAVE ANNOUNCED THE NEW FLYING STANDARD CARS!

A charming old-world custom is revived, to usher in the newest range of Britain's most progressive motor cars! The England of our forefathers lifts up its voice in praise of modern England's achievement!

Six brilliant cars! New editions of last season's wonderfully successful "Nine," "Ten," "Twelve," "Fourteen," "Twenty" and 20 h.p. "V-Eight." Attractive alternative bodies—a Drop-head Coupe on the "Twelve" and a Touring Saloon on the "Fourteen" and "Twenty."

Last season Standard cars were more popular than ever before. *Now there are new, graceful, streamlined radiator assemblies, new safety features, additional comfort and refinement—and the very maximum of reliability and fine performance.* These six brilliant Flying Standards offer the most attractive car value to-day!

APPLY FOR LITERATURE: **THE STANDARD MOTOR CO. LTD., CANLEY, COVENTRY.** COVENTRY 3181
WEST END SHOWROOMS: **"STANDARD CARS," 37, DAVIES ST., GROSVENOR SQ., LONDON, W.1.** MAYFAIR 5011

THE NEW FLYING STANDARDS

FOR MOTORISTS WHO PUT "QUALITY FIRST"

"NINE"	£152.10
"NINE" DE LUXE	£162.10
"TEN"	£172.10
"TEN" DE LUXE	£182.10
"TWELVE"	£205
"TWELVE" DROP-HEAD COUPÉ	£245
"FOURTEEN"	£255
"FOURTEEN" TOURING SALOON	£275
"TWENTY" 6-CYLINDER	£295
"TWENTY" TOURING SALOON	£325
20 H.P. "V-EIGHT"	£325

All prices ex works

NEW *Flying Standard* CARS «

See India . . .

● A scene in Madras showing the fine architecture of the city

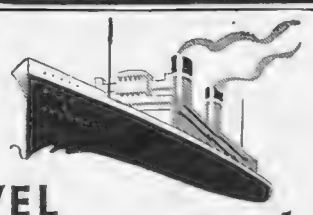
● In the courtyard of the Meenakshi Temple, Madura

Among the engineering triumphs of mankind must surely be reckoned the railways system which spans the Indian continent. For it makes a journey through that ancient land swift, luxurious and restful. Though the distances be great, first-class travel is inexpensive. May we plan you an enjoyable itinerary?

INDIAN RAILWAYS BUREAU

57, HAYMARKET, S.W.1. WHITEHALL 1171.

● Write for a copy of the Indian State Railways Magazine, post free 1/2 or 14/6 per annum. From all Bookstalls. Profusely illustrated



ALL THE JOYS OF TRAVEL WITHOUT FEAR OF *Sickness!*

It's true! Travel sickness need never trouble you again—if you are armed with "AIRSEA." Here is a treatment which is as simple as it is effective yet can be taken by young and old, *safely*, without unpleasant after-effects. Already many gratified travellers have acclaimed this marvellous antidote. Be sure to get your supply well in advance of sailing.

"AIRSEA" IS YOUR PASSPORT TO COMFORT!

"Airsea" costs only 7/6—enough for a lengthy *return* journey. From all good chemists or direct from the distributors.

Distributed by:—
Thos. Christy & Co. Ltd., 6-12 Old Swan Lane, E.C.4

AIRSEA BRAND

TRAVEL SICKNESS ANTIDOTE

Manufactured by:
Anglo International Producers Ltd., 12-13 South Place, E.C.2.

Life begins in fifty-five minutes—in DEAUVILLE
Fly there for your week-end and enjoy two days of sun and fun in a French setting.
Travel via
CHANNEL AIR FERRIES LTD.
For information London-Deauville Service apply to Main Agents:
OLLEY AIR SERVICE LTD.
Telephone: Croydon 5117/8
Departure: Horseferry House (K.L.M.). 9.45 & 17 *(Tel.: Victoria 6971/4)*
Croydon, 10.45 & 18 *(Tel.: Croydon 5117/8)*
Special Daily Service Brighton (Shoreham) —Deauville from Aug. 1st to Sept. 1st
Fare: Single £2 15 Return £5.
Departure: Shoreham 17 o'clk.
Arrival: Deauville **17.40**
For information: Olley Air Service, *Shoreham, Tel. 500*
By Southampton and Havre overnight (Southern Railway)

NORMANDY HOTEL HOTEL DU GOLF (on links)
ROYAL HOTEL
Room only for £1. Room and full board inclusive from £1.10.0.
All Sports. Two Golf Courses. Tennis. Polo. Regattas.
Two Physical Culture Clubs (for adults and children).
Horse Show. Yachting.

HARRY RICHMAN
the highest paid American cabaret singer, who flew across the Atlantic with Dick Merrill, will sing at the AMBASSADEURS from August 3–16
In July and August: 33 days of Horse Races on Two Race Courses. £50,000 in Prizes
Sunday, August 22nd: **GRAND PRIX DE DEAUVILLE**
ROULETTE—BANQUE OUVERTE—BACCARAT
F. ANDRÉ, Managing Director. *Same Management as Casino Municipal, Cannes.*

LACE-LIKE TRACERY: The richly ornamental spire of the Gothic Cathedral at Freiburg, that charming old town in the heart of the Black Forest region

NOTES FROM NEAR AND FAR

A Swiss Resort Takes the Lead in Dealing With the Vexed Question of Extras: Why the Southampton–Havre Journey Retains Its Popularity

HOLIDAYS Without "Extras."—The slump taught us many things and was the occasion of the reform of various abuses with which we had "put up," though complainingly, for so long. Not exactly an abuse but excessively irritating were all the "extras" on a holiday without which, and without paying for which, it was impossible to be really care-free. There is nothing so irritating as to be continually asked for small sums, and Villars, that very progressive summer and winter resort in western Switzerland, has taken a lead by quoting all-in rates. Henceforward the prices quoted by the Hotel Company will include the use of the tennis courts, bathing pool, golf course, indoor games and—the kindergarten. Villars' lead is one which deserves widely to be followed.

Airsea.—People who suffer from *mal de mer*, *mal de gare*, and *mal de l'air*, or even *mal d'auto* will be glad to hear of a remedy marketed under the above name which claims to render them immune from these various scourges. Airsea is distributed by Messrs. Thomas Christy & Co. Ltd., of 6—12, Old Swan Lane, E.C. 4, to whom application should be made if your chemist does not happen to have it in stock.

Freiburg.—The principal city of the Black Forest region Freiburg is a delightful old town with among other attractions a splendid Gothic cathedral with a spire adorned with lace-like tracery. Freiburg has the great advantage of being not only a very pleasant holiday resort in itself, but it is also within easy distance of very lovely country, both forest and highlands. It is for instance within forty-five minutes of Schauinsland by tram and suspension railway; this invigorating mountain resort is 4,000 ft. above sea-level. Freiburg is within easy reach by train and is connected by air services with all European air lines.

Normandy and Brittany.—These parts of France are very popular at this time of year when one can be fairly certain of fine weather. All along the coast are splendid bathing beaches, and the glories of Normandy's ancient buildings need no praise. Brittany, a region distinct in language, dress, and custom from all the rest of France, has the charm of a beautiful countryside and is full of neolithic monuments from enormous Carnac to humble dolmens. Both Brittany and Normandy are easily reached either from Newhaven to Dieppe daily or the very comfortable night service from Southampton to Havre. In particular the journey to Havre does not necessitate any risings in chilly dawns on arrival and remains one of the favourite routes to France.

Assisi.—The Italian Tourist Bureau, E.N.I.T., have just issued a very pleasing booklet on the subject of this most famous of the hill-towns of Italy. Assisi is full of treasures and supreme among these is the double church of St. Francis, most gentle of saints. The dim lower church was built in the thirteenth century and its walls are painted with frescoes by a nameless master. The nave consists of three arches with cruciform vaulting of a deep blue relieved by golden stars. Also in the lower church is a painting of St. Francis by Cimabue which gives a strong impression of his character, and shows one of the stigmata on his hand. The Saint himself lies in the crypt where in 1818, after fifty-two nights of continuous work, his bones were found where Frater Elia had hidden them so long before. The upper church is brilliantly lighted compared with the lower and is adorned by a superb series of frescoes by Giotto, the 600th anniversary of whose birth occurs this year. St. Francis' Church is only one, though the most famous, of Assisi's medieval buildings. Such an unspoilt town in such beautiful surroundings is a revelation to people accustomed to the daily spoliation of the old and beautiful in this country.

Drawn by Percy Home

IN OLD-WORLD HARFLEUR: A delightful timbered house with carved beams; an interesting feature of this town, a short run from Le Havre

ANSWERS TO CORRESPONDENTS

The following is a selection from recent replies sent to readers who have addressed queries to "The Sphere" Travel Bureau. Every letter is answered individually, and we publish these particular examples as being of interest to prospective travellers generally.

Belgium.—We think that you would like the Pension Cinquantenaire, 21, rue Juste-Lipse, Brussels, which is situated in the diplomatic quarter one minute from the Residence Palace. It is a small place but there is running water in all rooms; some rooms have private baths; there is central heating, and the cuisine is quite good. The tariff is rather higher than the figure you mention, but undoubtedly they would make you a special price for a long stay. We have recommended this pension on several occasions and have never received any complaints.

Lugano.—Lugano will be crowded with English people during August especially during the first fortnight. The Grand and Palace Hotel is considered one of the leading hotels there, the others being the Majestic and the Park; the Grand and Palace is the biggest.

Places of Interest.—You do not say how long you will be staying at the various ports of call on your cruise; but the following are the main places of interest which you should make a point of seeing:—Naples: Pompeii, Herculaneum, Vesuvius (apart from the crater you will obtain a magnificent view over Naples and the Bay), the National Museum, San Domenico Maggiore, and Santa Chiara. Venice: St. Mark's, the Doge's Palace, the Bridge of Sighs, lace-making, glass-blowing, gallery of modern art. You should not either miss the unique collection of Tintorettos now on exhibition. An extensive view of Venice may be had by taking one of the steamers which make a wide circular tour. Dubrovnik: The Franciscan Convent, the Ducal Palace, the Cathedral and, if time allows, the drive to Konavlje is very beautiful. Corfu: the Royal Palace, the Metropolis, the Museum, St. Spirideon, the Achilleion, and the French War Cemetery.

Colombo.—Of all the places you mention Colombo is probably the most up-to-date place in the East, as one can enjoy all the amenities of modern days such as frigidaires, electric fans, adequate baths etc., while the climate, though hot all the year round, is quite bearable and not nearly so damp as the Malay States. Summer in all the other countries you mention can be extremely unpleasant. As regards the social life, we think you have nothing of which to complain especially as you play tennis and dance.

VILLARS—AN ALL THE YEAR ROUND RESORT: This Swiss town has much to offer the holidaymaker and among its amenities are terms which include free tennis, bathing, and golf

CROMER —STAY— AT THE GRAND HOTEL

for an Enjoyable Holiday

Facing the Sea. Suites with Bath, Toilet, etc. Hard Tennis Courts.
Dancing. Billiards. Large Motor Garage.

'Phone: Cromer 24. Apply Proprietor. *'Grams: "Grand, Cromer."*

Situated centrally in the West End, overlooking gardens, and within a few minutes of Victoria Station, Hyde Park and Piccadilly.

Cadogan Hotel *Sloane Street* LONDON

Telephone SLOANE 7141

Bedrooms with private bathrooms and toilets. Private suites. Telephone in all rooms. Renowned for Cuisine and Service - - - - Wedding Receptions.

Country Air . . .

country pastimes and all the sporting amenities of Surrey in summertime await you at Bramley Grange—45 acres of ground and gardens with Swimming-Pool, Tennis, Squash and Croquet (free to residents) and Fishing, Golf (Bramley, 18 holes adjoining) and Boating at special terms. A first-class hotel—first-class in situation, in amenities, comfort and cuisine. Ten minutes by 'bus to Guildford, forty by train to London. Very moderate inclusive terms. Illustrated literature with pleasure.

BRAMLEY GRANGE HOTEL

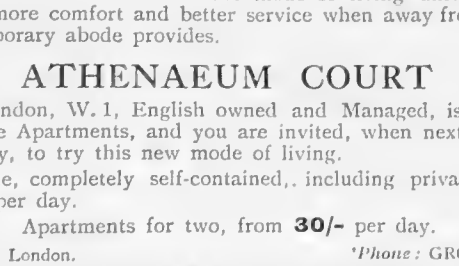
NEAR GUILDFORD, SURREY

Telephone: Bramley 195–6. *Telegrams:* "Brassie, Bramley, Surrey"

VICTORIA HOTEL, SIDMOUTH

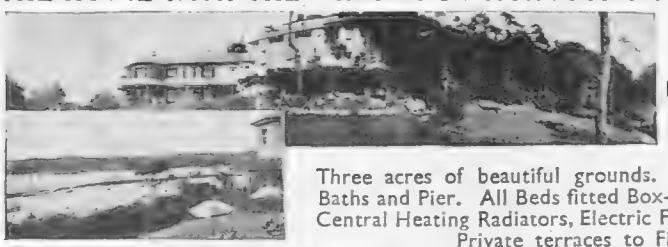
Fully Licensed

First-class, overlooking Sea. Marine Shelter with private approach to shore for bathing. Running Water in all Bedrooms.



Self-contained Suites.
Rooms with private baths attached.
Billiards
Lift
Lock-up Garages
R.A.C. A.A.
Telephone 11

THE HOTEL WITH THE "KEY" POSITION . . overlooking Torbay



30 SUNNY BEDROOMS FACING SOUTH AND SEA

Three acres of beautiful grounds. One minute Spa Baths and Pier. All Beds fitted Box-Springs. H. & C., Central Heating Radiators, Electric Fires all Bedrooms. Private terraces to First Floor Rooms. Covered Veranda and Vita-Glass Sun Lounge. Tennis (hard court). Special diets if required. Send for Illustrated Brochure which gives full particulars of moderate, inclusive terms.

PARK HALL HOTEL TORQUAY *'Phone 3434.*

Mrs. P. BAGLEY, Resident Managing Director.

WICKHAM COURT HOTEL

WEST WICKHAM, KENT

Half an hour from City and West End.

A DE LUXE HOTEL AT MODERATE INCLUSIVE TERMS

Illustrated brochure on request.

An unique and historical Tudor Mansion (once the home of Anne Boleyn) with original panelling, fireplaces, etc., in its own magnificent grounds, restored and converted into the most modern of hotels. Hot and cold running water, telephone and radiator in every room. Many rooms and marvellous suites with private bath.

Tennis, Squash Rackets, Swimming, Billiards, Dances, car service to station—all free.
FREE FACILITIES FOR GOLF on PRIVATE 18-HOLE GOLF COURSE (6,361 yds.).
Under the same management as The Selsdon Park Hotel, Sanderstead, Surrey.

MODERN SERVICE APARTMENTS IN LONDON

But surely that is an American idea?

Yes, that is so; and a very good one too.

The Service Apartment in America is the mode of living universally adopted by people who want more comfort and better service when away from home than any other form of temporary abode provides.

ATHENAEUM COURT

116, Piccadilly, London, W. 1, English owned and Managed, is the world's latest creation in Service Apartments, and you are invited, when next in London, even for a few days only, to try this new mode of living.

Apartments for one, completely self-contained, including private hall and Bath, from One Guinea per day.

Apartments for two, from **30/-** per day.

Telegrams: Acropolis, London. *'Phone:* GROsvenor 3464 (25 lines).

A Standard of Furnishing & Service unequalled in any Country.

In Quest of

The Empire Group and the to Offer the

OF all the hotels I chance to visit, I have come to the conclusion that there is a lot to be said for those old-fashioned country mansions standing in a park, of which there are several within a radius of 20 miles of London. Some of them have been modernised up to the minute; others have all the indoor essentials without the out-of-door attractions for passing motorists. These latter are therefore ideal for residence at any time of the year for those who appreciate quiet and solid comfort with restful parks and grounds to walk in. Bushey Hall, one of the Empire group of hotels, is one such.

It was built on a spacious scale with a beautiful wide carved oak staircase, broad passages, and large bedrooms. Nothing could be more restful at the end of a London day than an aperitif served in the broad L-shaped lounge with a high moulded ceiling, quietly and comfortably furnished with a peaceful view of lawns, cedars, and rose gardens. In front of the hotel are the rolling fairways of the golf course (18-hole). On the other side of the hotel—equally the front—a croquet lawn suggests unhurried evenings and an essentially leisurely procedure.

Sherry would be followed by an excellent dinner, studied by Mr. Kugi to satisfy any quality or quantity of appetite. The wine list is also unusual in the choice of wines offered. There are some excellent clarets, hocks, and champagnes offered at lower prices than I have seen for some time.

The bedrooms, although not superficially modern, are up to date in the completeness of their comfort. All have radiators, running water, and gas-fires, and there are some excellent suites.

Mr. J. Kugi brings a wealth of experience to the management of Bushey Hall—experience gained in all branches of hotel management in all parts of England and the Continent. For many years he was manager of the Waldorf Hotel. He has catered for four generations of the Royal Family and for nearly every present member of it. Apart from knowing about everything from plumbing to pilaffs, Mr. Kugi's speciality is wine, food, and cigars. And that is why dinner from the first Amontillado to the final Courvoisier is every night a work of gastronomic perfection at Bushey Hall.

To justify Mr. Kugi's culinary supervision one can play golf on the sporting 6,000 yards course free. There are also in the grounds a croquet lawn, putting courses, tennis courts (two hard, two grass) and plenty of delightful walks. An unusual attraction is the indoor swimming pool constantly maintained at 65 deg.

Bushey Hall is but one of the Empire group of first-rate hotels. In my young days people spoke of the Langham,

ALEXANDRA HOTEL HYDE PARK CORNER LONDON, S.W.1

A good address—

in the sense that it is in the heart of fashionable London directly overlooking Hyde Park, and is so convenient for reaching your social or business rendezvous. Here both residence and entertainment are a pleasure and an economy.

140 delightful rooms (and suites), each with running water and telephone. The terms—an agreeable surprise. Brochure on request. Under the same management as Oatlands Park Hotel. Telephone: Sloane 4521 (10 lines).

Overlooking Rotten Row

THE SPHERE REGISTER

Bath.—The Empire.
Bexhill-on-Sea.—Riposo Hotel.
Blackpool.—The Metropole.
Bognor Regis.—Royal Norfolk Hotel. Tel. 40.
Boscombe (Bournemouth).—Chine Hotel.
Bournemouth.—Bourne Hall Hotel. Tel. 5.
Bournemouth.—Canford Cliffs Hotel.
Bournemouth.—Tollard Royal Htl. Tel. 3574/5.
Bournemouth.—Solent Cliffs Hotel, Sea Front.
Brighton.—Old Ship Hotel.
Brighton (Rottingdean).—Tudor Close Hotel.
Bude.—The Grenville Hotel.
Bushey.—Bushey Hall Hotel.
Cromer.—The Grand Hotel.
Crowborough.—The Crest Hotel.
Droitwich Spa.—Worcs. Brine Baths Hotel.
Dulverton.—Woodcote Hotel.
Exeter.—Royal Clarence Hotel.
Falmouth.—Greenbank Hotel.
Falmouth.—Manor House Hotel, Budock Vean.
Folkestone.—Princes Hotel.
Godalming.—The Lake Hotel.
Guildford.—Bramley Grange Hotel.
Hambleden.—Stag & Huntsman (Henley 4 miles).
Harrogate.—Granby Hotel. Tel. 3046.
Harrogate.—Wellington Hotel.
Hastings.—Queen's Hotel. Tel. 201.
Ilminster (Somerset).—George Hotel. Tel. 54.
Leamington Spa.—Manor House Hotel.
Leatherhead.—The Red House Hotel.
Liss (Hampshire).—East Hill Country House Htl.
Littlehampton.—Southlands Private Hotel.
Lyme Regis.—Hotel Alexandra. Tel. 10.
Lynton.—Valley of Rocks Hotel.
Malvern.—Malvern House Hotel. Tel. Malvn. 338
Manchester.—Bowdon Hydro.
Newquay.—Headland Hotel. Tel. Newquay 511
Ramsgate.—The Granville.
Reading.—Upcross Hotel. (Thames two miles.)
Sanderstead (Surrey).—Selsdon Park Hotel.
Seaton (Devon).—Royal Clarence Hotel. Tel. 15
Scarborough.—The Grand.
Sheringham.—Sheringham Hotel. Tel. 3.
Sidmouth.—Fortfield Hotel.
Sidmouth.—Torbay View Private Hotel.
Sidmouth.—Victoria Hotel.
Southport.—Prince of Wales Hotel.
Southport.—Royal Hotel.
Streatley-on-Thames.—The Bull. Tel. Goring 5
Taunton (Somerset).—Castle Hotel. Tel. 2671
Torquay.—Grand Hotel.
Torquay.—Hydro Hotel, Daddyhole Plain.
Torquay.—Lincombe Hall.
Torquay.—Park Hall Hotel.
Tunbridge Wells.—Spa Hotel.
West Wickham (Kent).—Wickham Court Hotel
Weybridge.—Oatlands Park Hotel.
Wheatley, Oxford.—Brimpton Grange Hotel.
Worthing.—Ferring Grange Hotel.

GREAT NORTH ROAD

(Figures in brackets show mileage from London)

Tempsford, Beds. (51).—The Anchor.
Huntingdon (68½).—Old Bridge Hotel.
Wansford-in-England (84½).—The Haycock.
Sutton-on-Trent (133½).—Old England Hotel.
Boroughbridge (211).—Three Arrows Hotel.
Leeming Lane (227).—Newton House Hotel.

Good Hotels

By ASHLEY COURTENAY

Many Amenities It Has Traveller

Bailey's, and Brown's as the ideal family hotels in London. Bailey's Hotel, Gloucester Road, is another of the Empire group, and has remained very much as it was with the addition of all modern comforts but with the same high standard of cuisine and personal attention. The South Kensington Hotel, Queen's Gate, but five minutes away enjoys the same advantages of situation near the Parks and Underground. Both of these are first-class hotels in the category of residential hotels, ideal for staying at for a period of weeks, months, or years.

The Empire Hotel at Bath is one of the leading hotels in that part of the country. I am afraid Beau Nash did not stay there, but the hotel has all the charm and restfulness of that leisured era. A comfortable headquarters from which to take the waters or wherein to spend next winter. And the Mendips and the Cotswolds await the explorer inland.

The Devonshire coast, Exmoor, and the Lorna Doone country make an added inducement to visit the Valley of Rocks Hotel at Lynton. Again the usual high standard plus the joys of Devon thrown in. Here are riding, fishing, motoring, and walking at their best.

For a bracing change the Grand Hotel, Scarborough. People are returning more and more in summer and autumn to this one-time fashionable resort which has now regained its popularity. The cricket and tennis fixtures alone account for much of its fame, and its bracing climate is too well known to need description.

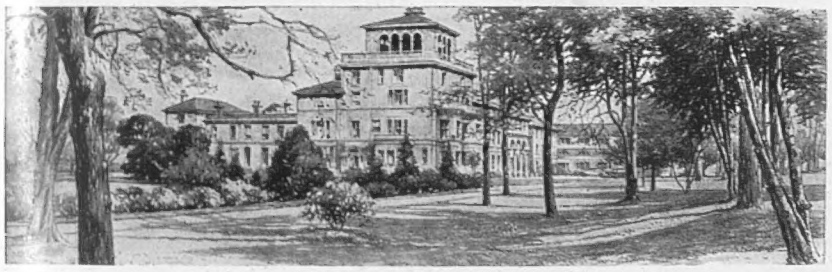
The Granville Hotel at Ramsgate makes a speciality of bath treatments. The installation of hot and cold sea-water baths on every floor, the use of which is free to residents, is to the best of my belief unique in England. It should be a great source of attraction to those who benefit from saline treatments. The visitor is offered Turkish, Russian, Foam, Vapour, Sea-water, and Sea-weed Baths, Massage, and Electrical treatments. What's left of the visitor can then enjoy a plunge in the indoor sea-water swimming pool or a round of golf on one of the five classic courses nearby.

Blackpool has the good fortune to have a first-class hotel in the Metropole, and finally the South Western at Southampton is well known to those who go down to the sea in liners and like a comfortable night on land before embarking.

In short, the Empire Hotels, all over England, are outstanding examples of what can be done by good management, both central and on the spot.

Mr. Ashley Courtenay is always pleased to advise "Sphere" readers of hotels, large and small, known to him personally. Letters should be addressed to him, c/o the Editor of THE SPHERE, *32, St. Bride Street, London, E.C.4.*

OATLANDS PARK HOTEL WEYBRIDGE



Beautiful Park of 60 acres. Private Golf Course. Tennis, Badminton, and Squash Courts. Swimming Pool. Dancing every Saturday. All inclusive, from 5 guineas weekly.
Illustrated Brochure with pleasure. Telephone: Weybridge 1190 (six lines).

OF BRITISH HOTELS

ENGLISH LAKES

Keswick.—Armathwaite Hall Hotel.
Keswick.—Queen's Hotel.
Keswick.—Royal Oak Hotel.
Keswick.—The Borrowdale Hotel.
Buttermere.—Victoria Hotel. Tel. 2.
Grasmere.—Prince of Wales Lake Hotel. Tel. 4
Grasmere.—Dale Lodge Hotel. Tel. 20.

ISLE OF WIGHT

Cowes (I.o.W.)—Gloster Hotel.

LONDON

Alexandra Hotel.—Hyde Park.
Ambassadors Hotel, W.C.1. Tel. Euston 1456.
Bailey's Hotel, Gloucester Road, S.W.7.
Cadogan Hotel, Sloane Street, S.W.1.
Park View Hotel, Hyde Park Corner. Sloane 7111
Southdown Hall Hotel, The Downs, Wimbledon.
S. Kensington Htl. Queen's Gate Terrace, S.W.7.

SCOTLAND

Aberfoyle.—The Bailie Nicol Jarvie Hotel.
Aviemore.—Aviemore Hotel for the Cairngorms.
Bridge of Allan.—Allan Water and Spa Hotel.
Carr Bridge, Strathspey, N.B.—Carr Bridge Htl.
Dunblane.—Dunblane Hotel Hydro.
Edinburgh.—The Alison Hotel, Melville Crescent
Gullane.—Marine Hotel.
Isle of Skye.—Duisdale Hotel. Tel. Isleornsay 2
Lochearnhead.—Auchraw Hotel. Tel. 3.
Oban.—Station Hotel.

Scotland—*continued.*

Peebles.—Peebles Hydro.
Perth.—Station Hotel.
Perthshire.—The Royal Hotel, Tyndrum.
Perthshire.—Trossachs Hotel, Loch Katrine.
Pitlochry.—Atholl Palace Hotel.

WALES

Lake Vyrnwy.—Lake Vyrnwy Htl., via Oswestry
Llandudno.—Imperial Hotel. Tel. 6206.
Tan-y-bwlch.—Oakley Arms Hotel.

NORTHERN IRELAND

Belfast.—Grand Central Hotel.
Belfast.—Midland Station Hotel (LMS-NCC).
Newcastle (Co. Down).—Slieve Donard Hotel.
Portrush.—Northern Counties Htl. (LMS-NCC).
Rostrevor (Co. Down).—Great N. (Rly) Hotel.

IRISH FREE STATE

Bundoran (Co. Donegal).—Gt. N. (Rly.) Hotel.
Glendalough (Co. Wicklow).—Royal Hotel.
Greenore (Co. Louth).—Great N. (Rly) Hotel.
Greystones (Co. Wicklow).—Grand Hotel.
Rosapenna (Co. Donegal).—Rosapenna Hotel.

CHANNEL ISLANDS

Jersey.—Bree's Royal Hotel. Tel. Jersey 8.
Jersey.—Bonne Nuit Chalet Hotel.
Jersey.—St. Brelade's Bay Hotel.
Guernsey.—The Royal Hotel.

Falmouth for the Holidays

Sailing, motoring, walking, idling in charming surroundings . . . staying at a first-class hotel

GREENBANK HOTEL, FALMOUTH

A.A. R.A.C.

delightfully perched on the water's edge and very comfortable. Own private pier. Craft of all kinds for hire.
Write to D. Baker for details. *Telephone: Falmouth 440-1.*

If you are motoring between England and Scotland try Yorkshire's leading Great North Road Hotels.

THREE ARROWS HOTEL, BOROUGHBRIDGE Tel. 45
NEWTON HOUSE HOTEL, LEEMING LANE Tel. Bedale 56

Centrally heated and standing in beautiful grounds. A standard of Service and Comfort is maintained which will greatly appeal to the discriminating traveller.

ST. BRELADE'S BAY HOTEL JERSEY

An Autumn holiday? Our flowers, our sunshine, our bathing, and the comfort and amenities of our hotel should make St. Brelade's your choice. And for winter . . . the same equable climate, our sheltered situation, our wonderful outlook, our cooking . . . and our moderate terms make St. Brelade's the obvious haven from an English winter. Chapter and verse with pleasure from the Proprietor, A. Colley.

Telegrams: "Sheltered, Jersey."

— An hour and a half by plane from Heston —

SCOTLAND

OBAN

THE STATION HOTEL

Largest and most modern Hotel in West Highlands. 122 Rooms, Electric Light, Central Heating, Lift, Modern Bathrooms, Private Suites, Bedrooms fitted with hot and cold running water. MODERATE CHARGES.
Official Hotel R.A.C. and R.S.A.C. GARAGE.
Telephone: 14.
Further Particulars apply Manageress.

EDINBURGH

THE ALISON HOTEL

Telephones: 31295-6 Melville Crescent *Telegrams:* "Melcrest, Edinburgh"

Centrally situated in a quiet position in the West End of the City
Modernly equipped throughout :: Electric Elevator

DUNBLANE HOTEL HYDRO

Come to **Dunblane Hotel Hydro** this year. You will enjoy yourself. Happy crowds. Every sport and entertainment. Glorious Highland setting. Cocktail Bars, Cinema, Swimming Pool, Ballroom. It is not expensive.

Brochure and tariff gladly sent to you.
DUNBLANE HOTEL HYDRO, DUNBLANE, PERTHSHIRE

That Highland Arcady . . .

in a luxurious first-class hotel in the heart of the finest motoring country in Scotland.
Superb views from the terrace and the bedrooms. Cuisine and cellar . . . . such as you would expect.

ATHOLL PALACE HOTEL, PITLOCHRY

Golf—on one of the finest inland 18-hole courses in the country. 46-acre grounds with 9 tennis courts, short golf course, swimming pool, two putting courses . . . and beautiful gardens. Fully Illustrated Brochure with pleasure
Telephone: 66. Telegrams: "Palace."

The personal touch . . .

characterises this first-class hotel, in its appointments, its service, and its ambition to meet the requirements of each individual visitor . . . be it for "cure" or holiday.

Allan Water & Spa Hotel

BRIDGE OF ALLAN, STIRLINGSHIRE

. . . in beautiful, historic surroundings. Motoring, golf, tennis, riding, and fishing. 75 bedrooms with every comfort. Covered communication between the Spa and the Hotel. Telephone: 148.

Peebles among the Pines for Pleasure

From the first sweet breath of its pine-clad hill air, Peebles gives health and pleasure: in the heart of the romantic Scottish Borderland, with a gay round of pleasures to make every day of your stay memorable. Golf Competitions, Swimming Galas, Tennis Tournaments, Putting, Croquet, Badminton; Bridge Drives, Resident Orchestra, Dancing every evening. Fully licensed. Tariff free.

PEEBLES HYDRO

The
EMPIRE
GROUP OF
HOTELS
ALWAYS FIRST-CLASS

The Hotels comprising this well-known group appeal to those who value twentieth-century comforts.

The keynote is efficiency in service—cheerful surroundings—amusements for the younger generation as well as for those of quieter tastes—food of the best quality skilfully prepared, and wines from our Central Cellars with a 70 years' reputation.

GRANVILLE HOTEL
Ramsgate

Tonic air of Kentish Coast. Overlooking the sea. Five classic golf courses nearby. Hydropathic and Electrical treatments by qualified attendants. Hot and Cold sea-water baths on all floors. Central heating throughout. Own garage and car park adjoins Hotel.

Hotels under the control of Empire Hotels Ltd.:

Bath - - The Empire
Blackpool The Metropole
Brighton - The Grand
Bushey - Bushey Hall
London—16 miles—free golf
Eastbourne - The Queen's
Lynton The Valley of Rocks
Ramsgate - The Granville
Scarborough The Grand
Southampton The South-Western
AND
LONDON
Bailey's Hotel
Gloucester Road, S.W.7.
South Kensington Hotel,
Queen's Gate Terrace, S.W.7.

Brochures and Tariffs from Resident Managers or from Head Office, 35 New Bridge St., E.C.4.

AUSTRALIA.

TRAVEL BY
THE MAIL ROUTE and THE MAIL STEAMERS
of the
ORIENT LINE,
calling at
GIBRALTAR, TOULON, NAPLES, EGYPT, and COLOMBO.
Through Tickets to NEW ZEALAND & TASMANIA
Tickets interchangeable with other Lines.
SHORT HOLIDAY TRIPS
to
SPAIN, RIVIERA, ITALY.
Managers: ANDERSON, GREEN & Co., Ltd.
Head Office: 5, Fenchurch Avenue, London, E.C.3

IN QUEST OF GOOD HOTELS: *Answers to Correspondents*

S. F. (Liverpool). I think the Greenbank Hotel at Falmouth would be the ideal place for you as it is very first class, well run, and I am sure if you would write to Miss Baker, the manageress, on the question of diets, she would be able to arrange accordingly. The great advantage about the Greenbank is that there is a lovely view over the harbour, and from there it is very easy to get across to the other side—The Roseland Peninsula, St. Mawes, etc.

J. F. B. (Oxford). I agree with you that it would be easier for you to get entertainment if you could go somewhere where there is a resident host or hostess, and for that reason I would confidently recommend the Sheringham Hotel at Sheringham, where you would get all that you are looking for.

M. D. (Manchester).—If you want a really first-class hotel in London, conveniently situated for the well-known shopping centres, the theatres, parks and so on, I can strongly recommend the Alexandra Hotel, Hyde Park Corner, or the Cadogan Hotel, Sloane Street, S.W.1. They are both excellently run.

E. G. (Edinburgh). After reading your letter, I at once said to myself—The Crest Hotel at Crowborough. Not only because it is on high ground and surrounded by lovely country, but because Mr. and Mrs. Eglinton Adams who run this delightful hotel, hail from Scotland, and they would, I feel sure, do all they could to make you comfortable.

I. L. P. (Bournemouth) writes to ask if I can recommend a comfortable quiet hotel between Bournemouth and Torquay where he would feel at home. Good cooking, a little bridge and golf not too far away. I think the Royal Glen Hotel at Sidmouth would suit him admirably. It is a very nice hotel, run on country-house lines, and the golf links are quite close.

J. N. D. (Grantham).—When you get to Edinburgh, I would suggest that you first spend a day or two at the Marine Hotel at Gullane, which is only 18 miles away. This would enable you to wander round East Lothian, seeing North Berwick, Dunbar, and all the interesting places about there. The Marine is a very excellent hotel.

FIFTEEN BASQUE CHILDREN TO BE SENT BACK TO SPAIN

As a Sequel to the Recent Trouble in a Carmarthenshire Village

THE PROBLEM OF THE BASQUE CHILDREN: Police standing beside one of the smashed windows in the village of Brechfa, Carmarthenshire, where some of the Basque refugees, who were encamped nearby, ran wild last week, spreading terror among the villagers. In consequence, fifteen of the youngsters are to be returned to Spain, as it is felt that they are inciting the others to violence and are quite unamenable to discipline. Commenting on the situation last Monday, Mr. Wilfrid Roberts, M.P., one of the honorary secretaries of the National Joint Committee for Spanish Relief said:—"Of the 3,826 who have been here since May only fifteen are really bad boys. Many of the children are suffering from shell shock and are in a highly nervous state. They are all right until some little thing goes wrong, then they are liable to get excited and act suddenly. It must be remembered that there are fifty camps scattered over the country, and there has been trouble at only two of them—Brechfa and Scarborough." (See Article by Captain Macnamara, M.P., published on page 190 of this issue)

THE SHAFTESBURY HOMES AND "ARETHUSA" TRAINING SHIP

General Sir Walter Kirke, K.C.B., C.M.G., in addressing recently the Cadet Corps of the Newport Market Army Bands School (one of the Branches of the Society), said that the physical fitness of the Cadets was very noticeable, and when they entered the Army, he hoped that they would maintain it. The Army was the place for fit men who had a good chance of following noble careers, but it was essential to keep fit. Please send a donation to help the Society to take into their Homes and Training Ship more poor boys and girls, and help them to grow fit in every way for the battle of life. Your donation will be gratefully acknowledged from the Headquarters of the Society at 164, Shaftesbury Avenue, London, W.C.2.

The Guild of Aid for Gentlepeople: This deserving organisation's report for 1936, which has just been issued, makes highly interesting reading, revealing the excellent work that has been done and the need for further funds to increase the range of the Guild's activities. The Guild, it should be mentioned, assists men and women of gentle birth or good education, preference being given to those who have no legitimate claim on any special fund. The aid given chiefly takes the form of regular grants to those who, by reason of old age, illness, or other disability, are unable to work. These grants are always reconsidered at stated intervals. The Guild does not undertake to pay rent, or debts, or to make loans, and those whose income reaches the maximum allowed by the Old Age Pension Authorities are not eligible for help. There is a Wardrobe Department from which gifts of clothing are supplied. The Guild's address is 83, Cambridge Street, Warwick Square, London, S.W.1.

AT THE SERVICE OF OUR READERS

"The Sphere's" Bureau of Travel Information

The Editor begs to remind his readers that the services of "The Sphere's" Travel Bureau are fully at their disposal. Inquiries addressed Travel Bureau, Offices of "The Sphere," Illustrated House, 32-34, St. Bride Street, E.C.4, will be promptly answered

WEIRD STORIES

A most entertaining book of Mystery and the Occult, containing more than sixty short stories of absorbing interest relating weird personal experiences, all written by responsible people in good faith.

200 PAGES IN CLOTH-BOUND COVER

PRICE PER COPY
2/6
(Postage 4d. extra)

Order with Remittance to be sent to—
ILLUSTRATED NEWSPAPERS, LTD., 32-34, ST. BRIDE ST., LONDON, E.C.4

SUBSCRIPTION RATES
OF
The Sphere
Revised from January 1st, 1935

Published Weekly at 1/-	Twelve months, including Xmas Number.	Six months, including Xmas Number.	Six months, no extras.	Three months, no extras.
INLAND ...	£ s. d. 3 0 10	£ s. d. 1 10 5	£ s. d. 1 9 3	s. d. 14 9
CANADA ...	3 0 8	1 10 4	1 9 3	14 9
ELSEWHERE ABROAD	3 5 6	1 14 0	1 11 8	15 10

ORDER FORM

TO THE PUBLISHER OF *The Sphere*,
32-34, ST. BRIDE STREET, LONDON, E.C.4

Please send me THE SPHERE *weekly for* _____ *months, commencing with the issue of* _____

for which I enclose _____

Name _____

Address _____

_____

Date _____ *1937*

PRINTED IN ENGLAND by EYRE & SPOTTISWOODE LIMITED, *His Majesty's Printers*, at East Harding Street, London, E.C.4, and Published Weekly by ILLUSTRATED NEWSPAPERS, LTD., 32-34, St. Bride Street, London, E.C. 4.—*July* 31, 1937. Entered as Second-class Matter at the New York (N.Y.) Post Office, 1903.

CONTINENTAL HOTELS

AUSTRIA.

Semmering.—Grand Hotel Panhans.—World-renwnd htl of the Aust. Alps. 60 m. from Vienna. Sports. Cures. Casino de Jeu. Pens. 15s. up.

Semmering.—3,000 ft. a.s.l. 1½ hrs. from Vienna. **Suedbahn Hotel, The Golfer's Home.**—Open-air swimming pool.

BELGIUM.

Antwerp.—Grand Hotel de Londres.—Best position in town. Highest service at reasonable rates. Telegrams: Lonhotel, Anvers.

Knocke-Zoute.—Palace Hotel.—Facing sea and bathing. Moderate terms. Near Casino. Golf. Tennis. Tel. Address: Palace, Knocke.

Knocke-Zoute.—The Rubens Hotel.—The finest hotel in the best position on sea front near Casino. Free conveyance to links.

CZECHOSLOVAKIA.

Franzensbad. C.S.R.—Hotel Königsvilla.—The best place for Rheumatic-Heart complaints and women's functional disorders. Prospectus.

FRANCE.

Antibes.—Hotel du Cap d'Antibes.—Pavilion Eden Roc. Winter and Summer Residence.

Cap Martin.—Cap Martin Hotel.—Free bus serv. with M. Carlo & Menton. Tns., swm. pl. 15 acs. p. pk., incl. fm. 70 frs. with bth. fm. 85 frs.

Le Touquet.—Hotel des Anglais.—In forest adjoining Casino. Every possible comfort. Large park. Own bus to Golf and Sea. Moderate.

Le Touquet.—Hotel Regina.—Facing Sea. Opposite Swimming Pool. First-class residential hotel. Attractive inclusive rates.

Monte Carlo.—Le Grand Hotel.—350 rooms, 280 bathrooms. Entirely renovated 1934. Incl. fm. 65 frs. With bath fm. 80 frs. Open all year.

Monte Carlo.—The Monte Carlo Palace.—1st class, up-to-date, facing Casino, sea view, open all year. Incl fm. 50 frs., with bath fm. 65 frs.

GERMANY.

Baden-Baden (Black Forest).—Brenner's Stephanie.—The leading hotel.

Baden-Baden (Black Forest).—Brenner's Parkhotel.—Pension from M. 14.

Baden-Baden.—Bühlerhöhe.—800 mt. (2,600 ft.) Kurhaus and Sanatorium. Diets, Rest-cures. Pension from RM. 11 upwards.

Baden-Baden.—Hotel Frankfurter Hof.—Wholly renovated, facing Kurpark, a home fm. home. Manager's wife English. Prices mod.

Baden-Baden.—Holland Hotel.—150 beds. Large park, close Casino. Pension terms R.M.11 upwards. Personal management: H. A. Rössler.

Baden-Baden.—Hotel Stadt Strassburg.—Fr. Hoellischer. First-class family hotel. Full pension from RM. 9.

Bad Kissingen.—Staatl. Kurhaushotel.—World-renowned house, mineral baths in hotel. Garages.

Bad Kissingen.—Hotel Reichshof.—Distinguished Family Hotel. Garage. Opposite park.

Bad Nauheim.—Hotel Augusta Victoria.—Situated directly opposite the Baths. Park. Every comfort. Full pension from RM.9.

Bad Nauheim.—Hilbert's Park Hotel.—First-class family hotel. Unique location in quietest position of the Kurpark oppos. Baths & Springs.

Bad Nauheim.—Jeschke's Grand Hotel.—The leading hotel. Open as usual, but better than ever. Special reduced rates in 1937.

Bad Nauheim.—Palast Hotel.—Most beautiful position facing the Kurpark and Baths. Ex. cuisine, special diets. Pension from RM. 10.

Bad Schwalbach (Taunus).—Staatl. Kurhotel.—Every room with private toilet and balcony. Built 1931. Terms from RM.10.50.

Cologne.—Hotel Comœdienhof.—Nr. Stn. & Cathl. New wg. Dec.'36. Rms. fr. RM.4, lav. & toil. fr. RM.6, pr. bath fr. RM.8. Gar. A. Grieshaber, Mgr.

Dresden.—Hotel Schiller.—The latest, first-class hotel. World-renowned, distinguished family home. Near station.

GERMANY—*continued.*

Düsseldorf.—Bahnhof Hotel.—The first-class hotel facing the station. 120 bedrooms, 20 private bathrooms. Garage. Restaurants.

Dusseldorf.—Breidenbacher Hof.—Ldg. htl. Wrld-rend. Fav. home of int. soc. Fam. "Grill." Am. Bar. Orch. Gar. 150 R. fr. 6, 75 Pr. B, fr. 9.

Freiburg.—Hotel Zähringer Hof.—The leading hotel of the district. Thoroughly first-class. 160 beds, 50 bathrooms.

Garmisch. Bavarian Alps, **Sonnenbichl.—Golf Hotel.**—Facing the Zugspitze. First-class family hotel. Excellent cuisine.

Hanover.—Hotel Ernst August.—The city's most distinguished hotel of international name. Owner: Friedr. Wilh. Nolte.

Heidelberg.—Hotel Europe.—First class. Quiet location in old park. Rooms from RM.5.

Leipzig.—Hotel Astoria.—The latest and most perf. htl-bldng. Select home of internat. Socty. & Arist'cy. Man. by M. Hartung, Coun. of Com.

Munich.—Grand Hotel Continental.—Where everyone feels at home. Quiet location. Moderate terms. Garage.

Munich.—Hotel "Der Königshof," Karlsplatz.—First class. Central situation. 150 rooms. 50 baths. From 5 Mks. New garage in hotel.

Munich.—Hotel Grunewald.—Opposite central station. 300 beds. Every comfort. Bierstube.

Munich.—Park Hotel.—Well-known family house. All rooms with hot and cold running water. Most reasonable rates.

Sasbachwalden (Black Forest) Landhaus Fuchs.—20 mls. Baden-Baden, cnty. hse. dsgnd. fr. few, private swimming pool. R.A.C., N.T.C. hotel.

Wiesbaden.—Hotel Schwarzer Bock.—1st-cl. family hotel. 300 beds. Med. Bath in hotel. Golf. Tennis. Garage. Pension from Mk. 9.

Wiesbaden.—Hotel Nassauer Hof.—World-rend. Finest pos. op. Pk. & Opera. Wiesbaden Springs. Pat. best Brit. Soc. Pens. fr. Mks. 12.

Wiesbaden.—Palast Hotel.—First-class Hotel, opposite Kochbrunnen. Every possible comfort. Own bath-estab. Pens. from RM. 10.

GERMANY—*continued.*

Wiesbaden.—Hotel Rose.—World-renowned Hotel, own bathing establishment. Patronised by English & American Society. Pen. fr. Mks. 11.

Wiesbaden.—Hotel Vier Jahreszeiten (4 seasons).—Select home of Soc. Best pos. opp. the Kurhaus, Opera & Parks. Pens. fr. RM. 12.

ITALY.

Stresa, Lake Maggiore.—Regina Palace Hotel. On the lake. Pension from Lire 50. Tennis. Golf. Orchestra.

SWITZERLAND.

Gunten.—Park Hotel (Lake Thun).—Full south on lake front. Large Park. Garage. 1st cl. fam. htl. Bathing. Tenn. Golf. Pens. fr. Fr. 11.50 up

Interlaken.—Hotel Schweizerhof.—Renwnd. for fine sit., ex. cooking & cmft. Rms. fm. Fr. 5.50. Pension rate fm. Fr. 13.—Th. Wirth, Man. Prop.

Lausanne.—Victoria Hotel.—(First class). The most comfortable at the station. Most moderate terms. Personal attention.

Lucerne.—Hotel Beau-Rivage.—Facing lake, next door to Casino. First class. Excellent food. Pension from S. Frs. 13.

Lucerne.—Carlton Hotel.—1st class English house. Finest situation on lake. Open-air rest. Private lake baths free for guests. Pk. Ten. Gar.

Lucerne.—The National.—Ideal location on lake. World known for comfort and personal attention.

Lugano (Southn Switzerland) Grand Htl. Palace.—Finest situation directly on lake prom., quiet yet central, open-air restaurant, large park, tennis.

Montreux.—Montreux Palace Hotel.—Ideal for holidays at all seasons. All rooms fcg. lake. Mod. comf. Golf, tennis. Lge. pk. Gar. Beach.

Thun.—Hotel Bellevue and Park.—Central for excursions. Pension from Fr. 10. Large Park, Tennis, Swimming and Golf.

Wengen.—Palace Hotel.—The leading hotel of the Jungfrau district. Inclusive terms from S. Frs. 14.50. F. Borter, prop.

Wengen.—Grand Hotel Belvedere.—1st-cl., every mod. comft, ex. cuisine, lrge grdn, swim, tennis, mountaineering, all incl. rates fm. 15s.

Whichever way you look at it . . .

the price you pay governs the quality you obtain. The Eclipse Blade is a 4d. blade—it is *worth* 4d.—and it costs so little to discover what truly fine shaving it gives.

Eclipse SUPER RAZOR BLADES
BLADES 5 for 1/8
RAZORS 5/6 & 3/6
Stocked by all Leading CHEMISTS, HAIRDRESSERS, STORES, Etc.
Sole Manufacturers: JAMES NEILL & CO. (SHEFFIELD) LTD.

£30 to £5,000 lent
without any Security to Ladies or Gentlemen. Write
RICHMOND INVESTMENTS, LTD.
4, The Green, Richmond, Surrey.

Private CASH Advances
By W. H. DURHAM LIMITED,
14, Clifford Street, London, W.1. Est. 1913.
£50 to £5,000
Without Security.

ADVERTISERS would appreciate your mentioning "THE SPHERE" when replying to their ANNOUNCEMENTS.

BLACK FOREST

Baden Baden

Aug. 17 to 22, incl.
INTERNATIONAL COMPETITION
For particulars apply to the GOLF CLUB.

Europe's Health Resort of Distinction. . . . .

Hot Springs 154° for treatment of RHEUMATISM, GOUT and CATARRHS.

SOCIAL & ARTISTIC ATTRACTIONS
18 h. GOLF COURSE FULL of HAZARDS
EN TOUT CAS TENNIS COURTS
Roulette - **GAMING CASINO** - Baccara

For Information apply to:—
GERMAN-RAILWAYS INFORMATION OFFICE, 19, Regent St., London, or BADER-u. KURVERWALTUNG, BADEN-BADEN (South Germany)

Pintail Sherry

72/- per doz. bottles, carriage paid.
Sample bottle, post free, **6/-**

If your merchant does not stock it, write direct to:
MATTHEW GLOAG & SON, PERTH, SCOTLAND

Craven 'A'—
a standard of quality which never varies

25 for 1/3
The ideal size for handbag or pocket.

Craven 'A' are made specially to prevent sore throats—and that means a great deal. It means smoothness, coolness, freshness, and a standard of quality which never varies. Try them, you'll quickly discover how much more smoking pleasure Craven 'A' bring.

In the easy access inner foil pack and sealed fresh in moisture-proof 'cellophane.'

10 for 6d. · 20 for 1/- · 25 for 1/3

Tins 50 for 2/6 · 100 for 5/-

CARRERAS LTD.—150 YEARS' REPUTATION FOR QUALITY

PRINTED IN ENGLAND by EYRE & SPOTTISWOODE LIMITED, *His Majesty's Printers*, at East Harding Street, London, E.C.4, and Published Weekly by ILLUSTRATED NEWSPAPERS LTD., 32-34, St. Bride Street, London, E.C.4.—*July* 31, 1937. Entered as Second-class Matter at the New York (N.Y.) Post Office, 1903.